MICROFILM

START
OF ROLL

ROLL NO. 31

CONSTRUCTION
CONTRACTS

Begins With: Contract # 2085,
continued from Reel # 30

CONTRACT # [redacted] 2085 continued from Reel #30

RECEIVED
SEP 17 1938
FOR FILING
Coast
Approach Roads

September 16th, 1938

Mr. James Watson
Attorney at Law
First National Bank Bldg.
Portland, Oregon

Dear Sir:

In answer to your letter concerning road approaches to the so-called Coquille Dike along the Oregon Coast Highway.

I am interested to learn that the County Court has worked out an agreement by which the Johnson Road can be made the main artery and three of the other bridges discarded.

Mr. Lytle, Division Engineer, is making an estimate of cost this week so that I can make proper recommendations to the Commission.

I have no doubt that some method will be worked out to care for these road approaches as we have never to my knowledge isolated any farmers from the state highways.

Very truly yours,

State Highway Engineer

R

9/2

HGS.

Oscar Cutler took this matter up with Coos Co Court this week. They think that they are now not obliged to rebuild or maintain these bridge approaches, inasmuch as it was a sort of R of W consideration at that time. We have been unable to locate any agreement with the Co Court, but Mabel Currie is ~~t~~ still looking thru files etc

Hackett.

JAMES WATSON
ATTORNEY AT LAW
FIRST NATIONAL BANK BUILDING
COQUILLE, OREGON

RECEIVED
SEP 10 1938
OREGON
STATE HIGHWAY COMMISSION

September 9, 1938.

State Highway Commission,
Salem, Oregon:

RE: Raising fill-Coquille West:

Gentlemen:

I am calling your attention to my letter of August 26 of the present year concerning the road situation as it affects the farmers between the highway and the river bank; to my letter I have no reply.

The approach connecting the farm of J.P.(Piper) Johnson over the ditch to the highway has been closed for three weeks, so I am informed, and no effort has been made to date to provide away of ingress or egress to and from his farm. The bridge at connection of his road with the highway serves three other farmers besides himself.

In order to reach the highway he is now compelled to travel over the lands of an adjoining farmer to the West of him, this farmer is making considerable complaint, so Iam told.

I have been before the County Court manny Manny times in reference to road way for the farmers in question to connect with the highway, the Court has agreed to take over the Johnson road and use the Johnson bridge, provided the said farmers would relieve the Court of the responsibility of maintaining three other bridges.

Wednesday, September 7, I appeared again before the County Court and laid before the Court the present situation of the road way being blocked and no relief in sight. The Court made the statement that the Court had provided a way of travel and the State Highway department in the raising of the fill had destroyed it, and therefore, the department is obligated to provide a way.

It seems that that it is a case of "pass the buck", and a series of "alibies", neither Court nor the Highway department will assume responsibility, but there is away fix responsibility which will soon be resorted to in the event all efforts for redress are still ignored.

I request the courtesy of a reply to my letters.

Yours truly,

James Watson

James Watson.

graded 1923

JAMES WATSON
ATTORNEY AT LAW
FIRST NATIONAL BANK BUILDING
COQUILLE, OREGON

RECEIVED
AUG 29 1938
OREGON
STATE HIGHWAY COMMISSION

August 26, 1938.

REFERRED TO H G Smith
State Highway Engineer

State Highway Commission,
Salem, Oregon:

RE: Raisingfill-Coquille West:

Gentlemen:

As attorney for interested parties, I am presenting to your honorable body the grievances of the farmers living along the banks of the Coquille river just West of Coquille on the opposite side of said river between the Coquille bridge and what is known as the Hathaway point or place adjacent to and adjoining the section of the Oregon Coast highway from Coquille to Bandon, and vitally affected by the work now in progress of raising the fill on said highway.

Over the ditch made in constructing the fill to provide means of egress and ingress to the residences of the farmers north of the fill 5 or 6 bridges have been maintained. In the progress of the raising of this fill which is progressing rapidly, no provision is being made for these farmers to get onto the highway, of course these farmers realize that they must expect some inconvenience while the work of making the fill higher is in progress, but there seems to be no provision for the future to connect them up with the highway after the works is finished, which is the cause of alarm and worry. They have no other way to travel, except by water which is out of date, many do not have means of travel on water.

In representing these farmers, I have been before the County Court many times in connection with this matter in an endeavor to ascertain what would be done to provide a road to connect with the highway, but have received very little information, further than that the Court contends that the fill is under the jurisdiction of the State Highway Commission, and as their department has destroyed the ways of ingress and egress to the highway, it is up to the department to build other bridges or raise the present ones so that farmers can get to the highway.

Those parties who appear to be in charge of the raising of the fill have been contacted, but none seem to have any authority in the matter in question. Mr. V.H.Coffey whom I am informed is the engineer in charge of the State Highway work on the fill, has been contacted and claims that he has no authority in the matter of providing for said farmers to get onto the highway.

As heretofore stated, I have been been before the County Court many times, and have presented a proposition to eliminate two or three of these bridges have one bridge serve 4 or 5 farms by retaining the bridge at the Piper Johnson place, buying the elevated road of Mr. Johnson to the river bank, and providing a road along the river bank to connect with thenPiper Johnson road; this is favored by the County Court, probably a filled over the ditch would be more satisfactory in the long run.

My particular purpose in writing this letter is to try and settle this matter amicably, and get some definite information as to whether this matter of a way to for these farmers to get onto the highway is incumbent upon the County Court or the State Highway department.

A reply to this letter will be greatly appreciated and will to a certain extent alay the alarm and mis-givings of the parties interest, and will probably avoid complications; they will at any rate know who to present their problems in this matter.

Yours truly,

James Watson

James Watson.

A Biasca Build Bridge

J. P Johnson

Mary Sanders

Elsie Elwood

F. a. Everndon

C. R. Gabler Road approach

Lorenz & John West

County either to build Bridges or

Pay $500 for each bridge

Russ Property Dirt approach

April 1923

RECEIVED
OCT 6 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

FORM 8-A-1 10M 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
SALEM

94-a

September 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to the bridges across the borrow pits on the Coquille-Clausen Section of the Oregon Coast Highway.

I beg to advise that the State Highway Department will repair the bridge at Station 62+95, and you may submit a state force order in the amount of $500.00 mentioned in your letter. This is only on the condition that the County will secure the necessary right of way to effect the alimination of bridges at Stations 34+15, 45+94, 54+10 and 77+00.

You may also submit the necessary orders for the bridges at Stations 89+00 and 107+66. The Department does not wish to become involved in any payment to Mr. Johnson.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

9-6-8A

RECEIVED
OCT 6 1938
FOR FILING

RECEIVED
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
SEP 28 1938
OREGON
STATE HIGHWAY COMMISSION

FORM 2-C-1 2M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG ,OREGON

Coast
Approach Roads

Sept. 27, 1938

RECEIVED
SEP 28 1938
CONST

NOTED
State Highway Engineer

R. H.Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I have made a survey of the bridges across the borrow pit on the Coquille-Clausen Section of the Oregon Coast Highway and am submitting, herewith, a report on their conditions and recommendations as to what should be done to make them usable in connection with the new grade.

We had a meeting with several of the interested parties and they agreed to the elimination of the bridges at Stations 34+15, 54+10 and 77+00, if they were permitted to use the bridge at Station 62+95. However, the owner of the approach to this structure wanted $1000.00 for the right-of-way if others used this bridge as he has spent considerable money in building up the roadbed and gravelling it.

The County Court was in attendance at the meeting and, while acknowledging the merits of the proposition, refused to pay the $1000.00, claiming that they did not have that amount of money available.

Yesterday, I explained the matter to Mr. Baldock and he again put it up to the Judge but without any better results. However, Judge McLain did acknowledge that the County was responsible for the bridges and their maintenance.

However, you know how these things work, and it may be that in the future, through some unpredictable circumstance, the maintenance may be thrown back on us. For that reason, I believe it is important for us to secure the elimination of as many structures as we can at this time while the property owners are in the mood to agree to this plan.

My thought is that if the County does not have the funds to pay for the right-of-way, we might advance the money and they could repay us at a future date.

If my recommendations are acted upon, the immediate saving to us by the purchase of the Johnson right-of-way would amount to $200.00

#2

HGS

which might be applied towards the cost of the right-of-way, leaving $800.00 for the County to pay. The saving was figured as follows:

Bridge at Station	45+94	25.00
" " "	54+10	150.00
" " "	77+00	25.00
Total:		$ 200.00

If you think this plan worthy of further effort, advise me and Iwill again sound out the County Judge. Provided you have no objections, we will plan on following the recommendations set forth in my report.

Very truly yours,

K D Lytle

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock
Coffey
Sage

REPORT

on

CONDITION OF APPROACH BRIDGES

Coquille-Clausen Section Oregon Coast Highway

K. D. LYTLE, Div. Engr.
September 27, 1938

BRIDGE - RIGHT-OF-WAY - STATION 34 + 15:

Bridge originally built by property owner. Bridge width 12 feet. No handrail. Physical condition poor, but will probably be good for two or three years.

Eliminate

Deck of bridge about 3 feet below new grade. Estimated cost to rebuild, using present piling.................................... $360.00
Estimated cost to construct fill in place of bridge...... $500.00 ✓

Recommendation:

Construct fill approach to present bridge. No work to be done on structure. This approach fill now in place and satisfactory to property owner. Cost .... $25.00 ✓ ok

BRIDGE - RIGHT-OF-WAY - STATION 45 + 94:

Bridge originally built by Coos County for Mr. Rigdeon. Bridge width 12 feet - handrials. Structure is good shape having been repaired two years ago by County.

Eliminate

Estimated cost to raise to new grade $120.00
Estimated cost to rebuild $600.00
Estimated cost to construct fill $1500.00

This bridge could be eliminated by purchase of new right-of-way through property of J. P. Johnson.

Recommendation: ✓

Raise present bridge to meet new grade. Cost 120.00 $25.00

BRIDGE - RIGHT-OF-WAY - STATION 54 + 10:

Bridge built by Coos County for Mr. Saunders. Bridge width 12 feet. Structure unsade and not usable.
Estimated cost to rebuild $600.00
Estimated cost to fill ....$150.00 /

Eliminate.

This bridge could be eliminated by purchase of right-of-way through J. P. Johnson's property.

Recommendation:

Make fill to replace bridge. The low cost of filling this bridge is due to having to construct counter balance on fill which has slid out. Cost .... $150.00 ✓

BRIDGE - RIGHT-OF-WAY - STATION 62 + 95:

Bridge built by Coos County for J. P. Johnson. Width of structure 12 feet. Condition is fair - will be good for three or four years.

Estimated cost to raise and make necessary repairs	$140.00
Estimated cost to rebuild	$700.00
Estimated cost to fill present location	$1200.00
Estimated cost to fill if location is changed to a point 200 feet east (this change would probably necessitate purchase of additional right-of-way)	$500.00

Recommendation:

Raise bridge in present location unless County will purchase new right-of-way. Low cost to fill on new location due to necessity of having to fill old channel to stabilize our roadway.

Cost - if County buys right-of-way	$500.00
Cost - if no right-of-way is bought	$140.00 ✓

BRIDGE - RIGHT-OF-WAY - STATION 77 + 00:

Bridge built by Coos County for Antony Biasco. Bridge width 12 feet - condition fair - probably good for two or three yeqrs without further repairs. Deck of bridge about 4 feet below new grade. ✓

Estimated cost to raise	$50.00
Estimated cost to rebuild	$420.00
Estimated cost to fill	$1000.00

Recommendation:

Earth approach to bridge now in place. Would not do any further work on this structure. This crossing could be eliminated by purchase of right-of-way through J. P. Johnson's property. ✓

Cost	$25.00

BRIDGE - RIGHT-OF-WAY - STATION 89 + 00:

Bridge built by Coos County for John Hartley. Width of structure 12 feet. Condition is fair - good for two or three years use. ✓

Estimated cost to raise	$80.00
Estimated cost to rebuild	$330.00
Estimated cost to fill	$600.00

Recommendation:

Bridge deck is now 4 1/2 feet below new grade and an earth fill has been constructed. No further work contamplated. ✓

Cost	$25.00

BRIDGE - RIGHT-OF-WAY - STATION 107 + 66:

Bridge built by Coos County for Gilbert Bogard. Width of structure 12 feet - unsafe condition.

Estimated cost to rebuild	$600.00

Should not be filled, so no estimate made.

Mr. Bogard would be willing to release County or State from obligations to replace structure if the County would agree to do the following:

Give him an agreement not to close the old road which follows the bank of the river and intersects the present highway at about Station 133. The retention of this road would necessitate the construction of 3600 feet of 4 wire barbwire fence, and the reconditioning of the old road - the fence is estimated to cost $165.00 and repairs to road $100.00 ✓

Recommendation:

That the County agree to keep the old road open and give Mr. Bogard an agreement to that effect with a provision that if the road is ever vacated, the County will have to build Mr. Bogard a bridge to replace the one eliminated.

That the State repair the old road and pay for the fence - the total of State funds expended is estimated at $265.00

COST TO STATE ✓

BRIDGE	STATION	34 + 15	- - - - -	$25.00 ✓	- - - - No Order required
"	"	45 + 94	- - - - -	120.00 ✓	- - - - Order required
"	"	54 + 10 •	- - - - -	150.00 ✓	- - - - No Order required
"	"	62 + 95	- - - - -	500.00 ✓	- - - - No Order required
"	"	77 + 00	- - - - -	25.00 ✓	- - - - No Order required
"	"	89 + 00	- - - - -	25.00 ✓	- - - - No Order required
"	"	107 + 60	- - - - -	265.00 ✓	- - - - Order for fence required
			Total:	$1110.00	

- If the County does not make arrangements with the property owner so that we can replace the bridge with a fill, this item will be reduced to $140.00

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 26
FOR FILING

OREGON STATE HIGHWAY COMMISSION

September 24,1938.

7-C 34-M

IN REPLY PLEASE
REFER TO FILE NO.

Mr. Victor Coffey,
Resident Engineer,
Coquille, Ore.

Dear Sir:

We are in receipt of a complaint originating on the Berke Bros. contract at Coquille regarding labor provisions on the contract. It is reported that the sub-contractor, a Mr. Mythingstone, who has the contract for hauling materials, deducts time from the truck drivers for the period for which trucks are not rolling due to minor breakdowns or minor repairs to the trucks on the road, yet during the period of these repairs these repairs the drivers are required to help the mechanics.

It is further complained that the drivers are required to service their trucks on their own time. If these things are occurring they are in direct violation of the contract.

Will you please investigate this matter thoroughly and submit a written report on these conditions.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Ray Webber
H
CC to
R.H.Baldock ✓
K. D.Lytle

R.H. Baldock

94-2

s

Cost Analysis to September 15th, 1938
Coquille-Clausen Section
Oregon Coast Highway in Coos County
Contract 2085 Prefix 6-1108

Berke Bros., Contractors
V. H. Coffey, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,851.28	90%			$1,800.00
Trench Excavation	841.50	990 cu. yd.	0.85	1.00	990.00
Single "	30,197.32	140,800 " "	0.214	0.25	35,200.00
Overhaul	165.87	15,000 yd. sta.	0.011	0.01	150.00
Truck Haul	19,100.50	190,000 yd. mi.	0.101	0.10	19,000.00
Rounding Cutbanks	112.00	1,400 lin. ft.	0.08	0.08	112.00
18" Concrete Pipe	71.43	45 " "	1.59	1.75	78.75
24" " "	191.70	75 " "	2.56	2.75	206.25
24" Corrugated Iron Pipe	820.62	372 " "	2.21	2.10	781.20
Salvage Culvert Pipe	12.00	20 " "	0.60	0.50	10.00
Gravel Topping	2,529.63	3,000 cu. yd.	0.843	0.80	2,400.00
Sprinkling	168.00	140 M-Gal.	1.20	1.25	175.00
PA #1 72" C.I.P. (Dipped)	1,977.74	166 lin. ft.	11.91	12.00	1,992.00
On Hand:					
Salv. Surf. Mat'l in Stockpile	612.00	2,000 cu. yd.	0.306	0.30	600.00
Crushed Gravel in Stockpile	2,000.00	2,000 " "	1.00	1.00	2,000.00
	$60,651.59				$65,495.20

Gross Revenue	$65,495.20
Total Cost	60,651.59
Net Profit	$4,843.61

Net Profit Equals 7.4% of Gross Revenue

Contract 2085

Details of Cost

Labor:

Supervision		$797.26	
Labor		23,439.89	
State Industrial Accident	6½% of P/R	1,575.41	
Unemployment Compensation	3% " "	727.11	
Old Age Benefit	1% " "	242.37	
			$26,782.04

Materials:

18" Concrete Pipe	45 lin. ft.	at 1.25	56.25	
24" " "	75 " "	" 2.05	153.75	
24" C.I.P.	372 " "	" 1.69	628.68	
24" " Bands	16	" 2.02	32.32	
72" "	166 lin. ft.	" 8.23	1,366.18	
72" " "	10	" 8.11	81.10	
Crushed Gravel in Stockpile	2,000 cu. yd.	" 1.00	2,000.00	
				$4,318.28

Miscellaneous:

Equipment Rental	12,240.00	
Hired Equipment (Incl. Gas, Oil & Grease)	5,409.62	
Gas, Oil & Grease	3,223.70	
Explosives	2,630.27	
Move In and Set Up Camp 50% of 1,611.88	805.94	
Insurance & License	592.81	
Overhead Expense	574.22	
Drilling Expense	352.10	
Misc. Expense, Parts & Small Tools	1,757.76	
Home Office Expense 2% of Revenue	1,309.90	
Bond 1% of Revenue	654.95	
		$29,551.27
		$60,651.59

Contract 2085

REMARKS:

This is a regular Federal Aid project and consists of reconstruction of 2.95 miles of highway roadbed; construction of 2.95 miles of selected roadbed topping; 2.95 miles of crushed gravel surfacing; application of 2.95 miles of oil mat surface treatment; and other incidental work. The contract was bid and awarded June 15th, 1938; work was started June 21st, and to date the project is 50% complete.

Right of way area amounted to about 60 acres, but only a small portion of this area required clearing and grubbing. Cut sections contained 4½ acres of fir and small trees on a steep slope directly above the present road, and the balance of work consisted of removing brush and debris adjacent to the existing roadbed.

Excavation was handled by two crews. Material for building up the dike section was excavated with a 1 3/4 yard diesel shovel and hauled an average of a little over a mile, in hired trucks. The entire section was widened to the level of the existing highway; the oiled surface and crushed rock course on the existing highway was then salvaged. A heavy motor blade scarified the surface and the loosened material was then picked up by a 6 cu. yd. scraper drawn by a 75 h.p. A. C. diesel tractor and deposited in stockpiles. This stripping was done in 500-ft. sections, which was then built up to grade before stripping the next section. The material was taken from a large cut at the west end of the dike section. After removing about 40,000 cubic yards of common material a ridge of hard sandstone appeared. This material had to be shot and broke quite large. It is estimated that 50,000 cubic yards has been shot requiring 22,000 lb. of powder, or about one-half pounds per cubic yard. The cost of drilling and shooting to date is $7,275.43, and on the total yardage moved has averaged 5¼ cents per cubic yard. The 1 3/4 cubic yard shovel working three 7-hour shifts per day has moved 115,000 cubic yards in 1107 hours, or an average of 105 cubic yards per hour. This material was all hauled in hired 4 cu. yd. trucks, owned by Mr. Levison of Myrtle Point, on an agreement by which truck haul was done for 9 cents per yard mile, overhaul for one cent per station mile and free haul without cost, all estimated on bank measure. Material for embankments west of the dike section was excavated by a 1¼ cu. yd. diesel shovel and hauled in four 8 cu. yd. trucks owned by the contractor. This shovel moved 24,200 cubic yards in 321 hours at an average of 75 cu. yd. per hour. All excavating units have moved an average of 2,600 cu. yd. per day, and at this rate ehe excavating work should be completed by November 1st.

The gravel topping is following closely behind the grading and should be finished a short time after grading is completed. Gravel topping is being secured from a state site approximately 5.4 miles southeast of the east end of the job and 2.0 miles northwest of the town of Arago. The material is being loaded by a 3/8 cu. yd. unit shovel and hauled in hired 1½ ton trucks. A heavy motor grader, diesel powered, is being used to spread the topping and also to maintain the grade. Three 75 h.p. diesel A.C. tractors and dozers are also used to spread and compact grade material.

Furnishing of crushed gravel for surfacing has been subbed to O. C. Yocum for $2.15 per cubic yard. 2,000 cubic yards of this material is now in stockpiles along the right of way. Preparation of base, mineral aggregate and oil in place has also been subbed to O. C. Yocum. The mineral aggregate is now being produced and delivered to the job, but in accordance with the specifications the work of oiling will be deferred until next year. Yocum is producing the rock with his portable plant located on Johnson Bar on the south fork of the Coquille River, near the town of Powers and 21 miles from the east end of the job. This rock was hauled the 21 miles to the job by hired trucks.

A portion of both the dike section and the Clausen fill has slid out as the height of the grade was raised, and it has been necessary to borrow additional material to construct counter balances and to again raise the roadbed to grade. This has also required more time than was estimated for completing the work and threatens to extend this fall's operations into the rainy season. The result would be an increased cost of operation.

The traffic problem has been a difficult one as all the tourists' traffic on the Oregon Coast Highway and much commercial trucking had to be routed over the grade as it was constructed. Cost of flagmen to date has amounted to $1,839.00. Good management has minimized all difficult features of the job, however, and efficient crew and equipment has made a profit possible to date. This profit has been earned almost entirely on excavating operations.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP [illegible] 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 30 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

August 29, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

On July 11th Mr. Lytle approved a sub-contract between Burke Bros. and O. C. Yokum, covering items 17 and 21 to 24 inclusive, of contract number 2085. The approved copy was returned to Burke Bros. and Mr. Coffey was asked to submit three additional copies, one for your files, one for this office and one for O. C. Yokum.

We are now in receipt of a letter from Mr. Coffey stating that Mr. Yokum sent the other three copies to your office; if so, please return one copy to us for our files.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

RECEIVED
AUG 23 1938
FOR FILING

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Coquille-Fat Elk Creek Section, Project No. FA 94-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid
Project No. 94-A (2)

COQUILLE-FAT ELK CREEK SECTION OF
THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

All Required		Clearing and Grubbing		$ 1,469.00
650	cu. yds.	Trench Excavation	$1.00	650.00
1,300	cu. yds.	Excavation, Single Classification	0.25	325.00
19,000	yd. stas.	Overhaul	0.01	190.00
254,000	yd. mi.	Truck Haul	0.10	25,400.00
2.17	miles	Finishing Roadbed and Slopes	200.00	434.00
650	lin. ft.	24" Corrugated Iron Pipe	2.10	1,365.00
76	lin. ft.	72" Corrugated Iron Pipe, Uncoated	11.50	874.00
5,000	cu. yds.	Salvaging Surfacing Materials	0.60	3,000.00
800	cu. yds.	Salvaging Riprap	1.00	800.00
90	only	Peg Posts	2.00	180.00
10,000	cu. yds.	Gravel Topping	0.80	8,000.00
4,200	cu. yds.	Crushed Gravel Surfacing	2.65	11,130.00
700	cu. yds.	Filler	0.30	210.00
1,400	yd. mi.	Hauling Filler	0.10	140.00
850	M-Gals.	Sprinkling	1.25	1,062.50
2.17	miles	Preparation of Base	100.00	217.00
1,750	cu. yds.	Mineral Aggregate in Place	3.40	5,950.00
106	tons	SC-6 Road Oil in Place	26.00	2,756.00
66	tons	Emulsified or Cutback Asphalt in Place	24.00	1,584.00
		Subtotal		$65,736
		10% Engr. & Cont.		6,573
		Total		$72,309

Length of Roadway 2.166 miles
" " Bridge .203 mile
Total Length 2.369 miles
Cost per mile $33,383

Federal Aid Funds Requested- -	$44,110
State Funds- -	28,199
	$72,309

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

Oregon State Highway Department　　Federal Aid Project No. 94-A(2)

COQUILLE-FAT ELK CREEK SECTION

OF THE OREGON COAST HIGHWAY IN COOS COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1938

All Required		Clearing and Grubbing		$ 900.00
650	cu. yds.	Trench Excavation	$ 1.00	650.00
1,300	cu. yds.	Excavation, Single Classif.	0.25	325.00
19,000	yd. sta.	Overhaul	0.01	190.00
254,000	yd. mi.	Truck Haul	0.10	25,400.00
2.17	miles	Finishing Roadbed and Slopes	300.00	651.00
650	lin. ft.	24" Corr. Iron Pipe	3.00	1,950.00
76	lin. ft.	72" Corr. Iron Pipe, Uncoated	14.00	1,064.00
5,000	cu. yds.	Salvaging Surfacing Materials	0.30	1,500.00
800	cu. yds.	Salvaging Riprap	0.60	480.00
90	only	Peg Posts	1.00	90.00
10,000	cu. yds.	Gravel Topping	1.00	10,000.00
4,200	cu. yds.	Crushed Gravel Topping	2.20	9,240.00
700	cu. yds.	Filler	0.40	280.00
1,400	yd. mi.	Hauling Filler	0.15	210.00
850	M-gal.	Sprinkling	1.50	1,275.00
2.17	miles	Preparation of Base	100.00	217.00
1,750	cu. yds.	Mineral Aggregate in Place	3.20	5,600.00
106	tons	SC-6 Road Oil in Place	25.00	2,650.00
66	tons	Emulsified or Cutback Asphalt in Place	25.00	1,650.00
			Subtotal	$ 64,322
			10% Engr. & Cont.	6,432
			Total	$ 70,754

Length of Roadway	2.166 miles
Length of Bridges	.203 "
Total Length	2.369 "
Cost per mile, Roadway	$ 32,666

Federal Aid Funds Requested- -	$ 43,160
State Funds- -	27,594
	$ 70,754

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 19 1938
FOR FILING
7A 94-A

August 16th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. B. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am attaching a copy of a letter from Antony Biasca, who is objecting to the elimination of two culverts on the Coquille Dike Section.

Since Mr. Biasca lives between the highway and the river, I do not understand how two ordinary culverts would relieve the high water over his ranch to any extent, but I suggest that you discuss the matter with him to learn his point of view.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

NOTED
C. B. McCullough

By

R. G. Smith
Construction Engineer

RGS:AB

cc to: R. H. Baldock ✓

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING

August 12, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

On July 11th, Mr. Lytle approved a sub-contract between Burke Bros. and O. C. Yokum, covering items 17 and 21 to 24 inclusive, of contract number 2085. The approved copy was returned to Burke Bros. and Mr. Coffey was asked to submit three additional copies, one for your files, one for this office and one for O. C. Yokum.

We are now in receipt of a letter from Mr. Coffey stating that Mr. Yokum sent the other three copies to your office; if so, please return one copy to us for our files.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G
CC: Baldock ✓

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 17 1938
FOR FILING

August 13, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. K. C. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

With reference to three copies of sub-contract supposedly sent to this office covering items 17 and 21 to 24 inclusive, of contract number 2085, between Burke Bros. and O. C. Yokum.

Our records fail to indicate that any copies of this sub-contract were ever sent in by Mr. Yokum, and we are therefore sorry not to be able to return one of them to you.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
E
C

CC to
R.H.Baldock

RECEIVED
JUL 18 1938
~~FOR FILING~~
94-a

July 20, 1938

BERKE BROS., INC.
7923 N. E. Halsey Street
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2085 which was awarded to you on June 15, 1938, covering the grading, surfacing, and oiling of of the Coquille-Clausen Section of the Oregon Coast Highway, in Coos County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
JUL 19 1938
FOR FILING

11-2

July 18, 1938

Smith Wood-Products, Inc.

Coquille, Oregon

Dear Sir:

This will acknowledge receipt of your letter of July 14th concerning the highway improvement now in progress south of Coquille on the Oregon Coast Highway. The matter of backwater head which might be caused by the raising of the dike section was thoroughly investigated by this department. During the investigation we conferred with the county engineer of Coos County who has had a long experience in that section, as well as with members of our own organization who have been stationed in Coquille for many years. It is their opinion in which we concur that the raising of the dike will have no appreciable affect upon the high water in the Coquille River. We have found that the flow through the existing openings in the dike and across the dike during extreme flood periods reversible. During the time the river is rising the water flows into the area south of the dike flooding this area and as the water is dropping in the river it flows out again through the relief openings in the dike.

There is ample waterway north of the dike to take the entire flow of the Coquille River and tributaries above the point, the amount of flow being controlled by narrow points in the river below Rivertown. It is our understanding that your properties are located on the north bank of the river well above the dike section and we do not see how this change in the dike will materially affect it.

Very truly yours,

State Highway Engineer

LUMBER BATTERY SEPARATORS LOGS

SMITH WOOD - PRODUCTS, INC.

PORT ORFORD CEDAR - DOUGLAS FIR
Coquille :-: Oregon

G. S. Paxson

July 14, 1938.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are very much concerned regarding the raising of the dike on the stretch of State Road from Coquille towards Bandon.

We are apprehensive that the proposed additional height on the road is going to back the water up in the valley adjacent to our mills, and the additional height of water will cause our plant to be shut down during all high water periods in the winter.

At the present time our machinery is arranged so that we can run the plant except in cases of unusually high water and then we are shut down for several days at a time. Last winter we were shut down one time for about a week. We anticipate that the new dike will raise the water in the vicinity of our mill two or three feet more than is usual during high water periods and the shutting down of our plant would not only be a great hardship to us but also to the whole community who depend on this plant for their livelihood.

We would like some assurance that this matter has been thoroughly investigated and that you are arranging sufficient outlets for the water that will be impounded by the dike.

During one of the high water periods last year the writer had occasion to drive his car over the dike when the water was about 3' high and at this time the water was running over the dike for a distance of nearly a mile at an estimated speed of four or five miles per hour. It does not seem possible that the amount of water that was being carried over the road at this time could be taken care of by one or two small outlets and if the water is not taken care of, it is bound to back up in the valley.

Very truly yours,

SMITH WOOD-PRODUCTS, INC.

By
Geo. A. Ulett, Vice Pres.

REFERRED TO
Paxson
State Highway Engineer

Please prepare [illegible]
R.H.B.

GAU:GA
cc ko
cc

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 1 [illegible] 8
FOR FILING

701-2

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 14, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am submitting, herewith, for your consideration, a Price Agreement covering the coating of the 72" corrugated iron pipe with asphalt on the Coquille-Clausen Section of the Oregon Coast Highway.

I believe that the asphalt coating will prolong the life of the pipe and that it is worth the extra fifty cents per foot which the contractor is charging. Both farmers who are to use these cattlepasses have assented to this change.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G
encs
cc: Baldock ✓

NOTED
State Highway Engineer

RECEIVED
JUL 22 1938
FOR FILING
94-C2

July 13, 1938

BERKE BROS., INC.
6923 N. E. Halsey Street
Portland, Oregon

Attention Mr. O. E. Berke

Gentlemen:

Reference is made to Contract No. 2085, Coquille-Clausen Section, in Coos County, which was awarded to you on June 15. In your proposal for this project which was submitted on June 15 you show as officers of your corporation O. E. Berke, President; P. R. Berke, Vice President; and William Berke, Secretary. In executing the contract it is noted that Mr. O. E. Berke is signed as president and W. A. Berke as Secretary. Will you kindly advise if William Berke and W. A. Berke are the same individual. This information is requested by our legal department.

Very truly yours,

Secretary

JH:MBL

FORM 2-A-1 10M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

REC[illegible]ED
JUL 11 1938
FOR FILING

90-a

July 8, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I had Mr. Coffey make a report on the matter of the installation of a large culvert at Station 11+10 on the Coquille-Clausen Section. This was done in response to your letter of June 25th relative to the complaint made by Mr. Faertag of Coquille.

This matter was discussed with Mr. Coffey before we decided to reinstall the 72" cattle pass at this place, and the conclusion we came to at that time was practically the same as stated in Mr. Coffey's letter.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

enc

cc: Baldock ✓

FORM 401 P. 4-37 5M

RECEIVED
JUL 5 1938
FOR FILING

RECEIVED
[illegible] 30 1938
STATE HI[illegible] COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

June 29, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

BERKE BROS., INC.
Portland, Oregon

It is our understanding Berke Bros. have been awarded a road job in the vicinity of Coquille, Oregon.

As we anticipate furnishing this concern with petroleum products on this operation, we shall greatly appreciate your completing the attached contractor questionnaire and returning to us in the enclosed business reply envelope.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosures

FORM 9-A-1 9M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 1938
FOR FILING

RECEIVED
JUN 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

94-a

IN REPLY PLEASE
REFER TO FILE NO.

June 27, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: W. S. McChesney

Dear Sir:

The options on the Edythe Russ Connick property did not provide that the small wooden culverts be stopped up, but I understood from your telephone conversation, that the property owner did not want these openings, and requested that we did not replace them with new pipes.

Our contractor is now on the job and as we want to order the culvert pipe, I will be pleased to have you advise Mr. Coffey if it will be all right not to install the new culverts through the above mentioned property.

Very truly yours,

K. D. LYTLE
Division Engineer

KDLG

cc: Baldock ✓

RECEIVED
JUN 22 1938
FOR FILING

94-a

June 21, 1938

Berke Bros., Inc.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2085 which was awarded to you on June 15, 1938, for grading, surfacing and oiling the Coquille-Clausen Section of the Oregon Coast Highway, in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 28 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 20 1938
FOR FILING

94-a

June 16, 1938

Berke Bros., Inc.
7923 N. E. Halsey
Portland, Oregon

Gentlemen:

The State Highway Commission on June 15, 1938, awarded you the contract for 2.95 miles grading, surfacing, and oiling on the Coquille-Clausen Section of the Oregon Coast Highway, in Coos County. This award was based on your low bid of $136,314.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. H. Probert

RECEIVED
AUG 23 1938
FOR FILING

70 14-A

MONTANA
OREGON
WASHINGTON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 1[illegible] 1938
STATE HIGHWAY COMMISSION

June 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 94-A and 97-A, the Coquille-Clausen section of Oregon Coast Highway, to Berke Bros. Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-A-1 10M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

FA-94-A

June 7th, 1938

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In the specifications for the Coquille-Clausen Section I notice you have provided for a binder coat of emulsified or cutback asphalt "RC-3".

We have been using SC-2 for a binder coat in most of the projects this year and think it more ductile than the RC-3. I suggest that on future projects where a binder coat is needed you use the SC-2.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 23 1938
FOR FILING

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon F.A.P. 94-A (2), the Coquille-Fat Elk Creek section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

FORM 2-A-1 6M 2-37.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 24, 1938

FA 94-A

Mr. R. H. Baldock

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

I am sending you herewith, in duplicate, special provisions, estimate of cost, and tabulation and computation of quantities on the Coquille-Clausen Ranch Section of the Oregon Coast Highway.

There is one thing I failed to cover in the special provisions and that is regarding the culvert pipe. In practically every instance a new culvert is to be installed where there is a 2 x 2 cedar box. These cedar boxes are rotten and should be removed. The removal of them should be included in the price bid for the installation of the pipe.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓
Probert

FORM 2-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

[illegible] 12

May 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.
31

[illegible]

Mr. R. H. Baldock
State Highway Engineer
OFFICE

NOTED
State Highway Engineer

Dear Sir:

#5

The State Highway Commission, at its meeting on April 27, 1938, authorized the transferring of $125,000 from the Bunker Hill construction account to finance the reconstruction of the Dike Section of the Oregon Coast Highway just south of Coquille.

Very truly yours,

H B Glaisyer

Secretary

HBG:AM

cc - Mr. Probert
Mr. Smith

FORM 2-A-1 15M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 2
FOR FILING

[illegible]
Coquille
[illegible]

June 28, 1938.

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In regard to your request to secure asphalt coated pipe on the Coquille-Clausen Section, beg to advise that it is not thought that asphalt coated pipe would be satisfactory for a cattle pass on account of the asphalt rubbing off on to the cattle. Before using it you should consult the property owner in regard to this.

In addition I am rather discouraged about the efficacy of dipped pipe. In nearly all instances some of the dip has been chipped off or scoured off where exposed to the weather or running water. If you have any reason to feel that you can eliminate all of these difficulties I have no objection to your arranging a price agreement with the contractor to use dipped pipe.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

NOTED
State Highway Engineer

HGS/H
CC to
R.H.Baldock

FORM 2-A-1 8M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 2 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

[illegible]

June 27, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED

Attention: H. G. Smith

Dear Sir:

On the Coquille-Clausen Section, we plan to use two 72 inch culverts as cattle passes. The specifications provide that these pipe shall not be asphalt coated, and I wish you would give me permission to have them dipped, as I fear the salt air in this locality will cause them to rust in a very short time if not protected with an asphalt covering.

I do not believe the dripping of the asphalt will be objectionable in this region as the weather never becomes very warm.

Please advise.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

CONTRACT#2086

FAS 279-A(1) Sheeley Bridge Sec., 1938
Upper Nehalem Co. Rd.

2086

RECEIVED
JUN 13 1946
FOR FILING

FAP 279-A

June 12, 1946

Mr. T. M. Davis
District Engineer
Public Roads Administration
Post Office Box 3900
Portland 8, Oregon

Dear Sir:

Reference is made to your letter of June 7 with regard to maintenance inspection of Oregon FAP 279-A, the Upper Nehalem Road-Sheely Bridge Section in Columbia County.

Mr. Cutler will make arrangements as soon as possible with Mr. Cameron of the Public Roads office and the county court for a joint inspection of this road, at which time the conditions mentioned in your letter can be discussed with the court, so that some provision may be made to correct the conditions mentioned.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Oscar Cutler

RECEIVED
JUN 13 1945
FOR FILING

371-A

June 12, 1945

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAP 279-A, Upper Nehalem Road-Sheely Bridge Section, Columbia County, was made on June 7.

Inspection reveals that in the north 1.65 miles (total length 3.18 miles) many long sections have entirely failed and short sections have reverted to a rock surface type. The balance of 1.53 miles is alligatored over the major part.

In our opinion, the 1.65 miles will need resoiling and the 1.53 miles patching and a light seal. It is suggested that an inspection be arranged with Columbia County officials to cover not only this project but a number of other Federal Aid projects in that county.

Very truly yours,

W. H. LYNCH
Division Engineer

By:

L. J. Caufield
Senior Highway Engineer

Original sent to Div.

RECEIVED
JUN 1? 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1939

7d 279-a

June 10, 1939

Mr. George Ritter
District Credit Manager
GENERAL PETROLEUM CORPORATION OF CALIFORNIA
813 S. W. Alder Street
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of June 7. You are advised that the E. C. Gerber contract for the Sheeley Bridge Section of the Upper Nehalem County Road, in Columbia County, was completed on September 9 and accepted by the State Highway Commission on November 16, 1938.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MML

#2086

RECEIVED
JUN 8 - 1939
OREGON
STATE HIGHWAY COMMISSION

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY - VACUUM COMPANY
813 S. W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

June 7, 1939

Oregon State Highway Commission
Salem,
Oregon

Gentlemen:

Mr. E. C. Gerber of Oregon City, was awarded contract 2086, covering surfacing and oiling of the Sheeley Bridge Section of the Upper Nehalem County Road, during 1938, with date of completion scheduled as of August, 1938.

Please advise if this work is now completed and if you have accepted it, giving the date of acceptance.

Very truly yours,

George Ritter
District Credit Manager

GR:LS

FORM 3031

R. H. Baldock

RECEIVED
[illegible] 14 1939

NOTED
C. A. McCullo

COST ANALYSIS-FINAL REPORT

Upper Nehalem County Road
Surfacing and Oiling Contract 2086
Sheely Bridge Section
Prefix 205-1009
E. C. Gerber, Contractor
R. A. Furrow, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Rock Surfacing	$4,515.92	1,377 cu. yd.	3.28	2.50	$3,442.50
Sprinkling	220.99	103.2 M-Gal.	2.14	1.50	154.80
Preparation of Base	354.29	3.18 Mile	111.41	150.00	477.00
Mineral Aggregate in Place	3,929.46	1,206 cu. yd.	3.26	3.50	4,221.00
Light Tar in Binder Course	1,334.00	64.55 Ton	20.67	21.00	1,355.55
Tar in Place	2,474.42	119.73 Ton	20.67	20.995	2,513.73
Deduction for Freight on Crushed Gravel					- 1,917.62
Deduction for Excess Engineering					- 73.82
	$12,829.08				$10,173.14

Total Cost	$12,829.08
Gross Revenue	10,173.14
Net Loss	$2,655.94

Net Loss Equals 26.1% of Gross Revenue

Sheely Bridge Section

Detail of Cost

Labor:

Supervision (Timekeeper & Foreman $212) (E. C. Gerber $200)	$412.00	
Labor	1,438.18	
State Industrial Accident Commission 3%	49.51	
Social Security and Unemployment 4%	66.01	$1,965.70

Materials:

1¼"-0" Cr. Gravel	1,377	cu. yd. at $0.85 F.O.B. Ross Island	$1,170.45	
Mineral Aggregate	683	cu. yd. at $0.85 F.O.B. Ross Island	580.55	
Freight & Switching	2,060	cu. yd. at $0.93 from Ross Island	1,917.62	
Mineral Aggregate	523	cu. yd. at $0.90 in trucks at Saxton-Looney Plant at Gales Creek	470.70	
#1 Gasco	64.55	Tons at $11.75 F.O.B. Portland	758.46	
#2 Gasco	119.73	Tons at $11.75 F.O.B. Portland	1,406.82	
Freight On	184.28	Tons at $2.95	543.97	6,848.57

Equipment Rental and Miscellaneous Supplies:

Equipment Rental (Including Repairs)	$2,185.00	
Gas, Oil and Grease	1,075.49	
Freight and Cartage Moving	212.00	
Misc. Supplies	89.98	
Boiler Fuel (Wood)	25.50	
Bond	121.65	
Office & General Overhead 3% of Gross Revenue	305.19	4,014.81
Total Cost		$12,829.08

Sheely Bridge Section

REMARKS:

This contract, which consisted of 3.22 miles of surfacing and oiling, was bid and awarded on June 15th, 1938, but the contractor waited until August 8th, before starting the work and completed the contract on September 10th.

The 1¼" - 0" crushed gravel used for surfacing was purchased from the Ross Island Sand & Gravel Company and shipped from Portland to Vernonia. About 50% of the gravel was unloaded from the cars and stockpiled and later loaded into trucks, and the other 50% was unloaded directly into trucks and hauled on the road. A 3/4-yard Bay City shovel was used in handling the crushed gravel, and the hauling was done with light trucks. The material cost $0.85 in cars at Ross Island, and the switching and freight amounted to $0.93, making a total of $1.78 per cubic yard, in cars at Vernonia. The costs of preparing the subbase and handling the rock on the road were high, due to the small amount of yardage. The surfacing was placed in a single lift 1¼" thick and averaged only 428 cubic yards per mile. Two patrol blades and a 10-ton roller were used on the road in preparing the subbase and in processing the surfacing. The average haul on the surfacing was 4.7 miles.

Gasco #1 tar was used for the oil binder course, and #2 tar was used for the oilmat. The oil was delivered at Vernonia at a total cost of $14.70 including freight. The placing of the binder course required 1½ days, and the oil mat was placed in two days' time. The final seal was placed two weeks after the oil mat and required only ond day's work. There was two days' delay on account of rain.

The mineral aggregate was secured from two sources. 683 cubic yards were purchased from Ross Island for $0.85 per yard plus freight, and 523 cubic yards were purchased from the Saxton & Looney plant at Gales Creek for $0.90 per yard in trucks. The aggregate purchased from Ross Island cost $1.78 in cars at Vernonia, and the gravel from Saxton & Looney was hauled a distance of 32 miles to Vernonia where it was stockpiled. The average cost of the aggregate delivered and spread by trucks on the road was $2.63 per yard.

The contract shows a decided loss which was due largely to the high cost of the materials and the large amount of equipment required for the small quantities involved. The equipment used consisted of one 3/4-yard shovel, 6 to 8 light trucks, two patrol graders, one ten ton roller, a distributor, broom-transport truck, equipment for heating and miscellaneous service trucks, broomer etc. All equipment was owned by the contractor and was in very good condition.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
DEC 21 1938

December 20, 1938

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Gentlemen:

Reference is made to your letter of December 19th concerning the Edwin C. Hember Contract No. 2086, Sheeley Bridge Section in Columbia County.

You are advised that this contract was completed September [illegible], 1938, and was accepted November 16, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2086

RECEIVED
DEC 20 1938
ST MISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

December 19, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: E. C. Gerber
Contract #2086

It is our understanding that this contract has beencompleted for several months.

Will you please favor us with official completion and acceptance dates? Also, kindly state if any liens have been filed against this contract.

Very truly yours,

SHELL OIL COMPANY

FRANK J. TURNER
Division Credit Manager

RER:RS
Encl.

ECEIVE
1938
STATE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 279-A, Sheeley Bridge section ________, was made by a representative of this office on October 15, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

FOR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 279-A (1)
Sheeley Bridge Sec. of the
Upper Nehalem Road

POST OFFICE BUILDING
PORTLAND, OREGON

October 27, 1938.

RECEIVED
1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By
T. M. Davis
Highway Engineer

Encls.

Iron

Aypr- 36021

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 279-A(1)

PROJECT AGREEMENT

Memorandum of Agreement made this 19th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of May, 1938, a revised project statement, which was approved by the Secretary on the 26th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 17th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eight thousand, two hundred forty and 00/100 dollars ($ 8,240.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 64+00 in the NE 1/4 Section 12, T. 4 N., R. 5 W., W. M., and survey station 234+00 in the NW 1/4 Section 23, T. 4 N., R. 5 W., W. M. (excepting therefrom that portion between survey stations 131+48.4 and 133+41.2)

, length 3.183 miles, in Columbia County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 279, consisting of 3.183 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span,.

S—5518

~~miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5818

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of eight thousand, two hundred forty and 00/100 dollars ($ 8,240.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, four hundred ninety-nine and 00/100 dollars ($ 13,499.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and~~ November 9, 1921, out of funds which have been or will be made available therefor ~~by said State in the manner herein set forth, to wit~~: Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Columbia, pursuant to its agreement with the Highway Department dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 18 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L [illegible]

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5529

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 279-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 13,499.00 as the total estimated cost of said project, and the sum of $ 8,240.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 18 1938 one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

#1

RECEIVED
OCT 22 1938
FOR FILING

7a J 2791-1-1

October 21, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2086, forthe construction of the Sheeley Bridge Section of the Upper Nehalem Secondary Highway in Columbia County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 31, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $10,246.96, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 ... 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 26 1938
FOR FILING
FAS 279-A

October 21,1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

May we have your concurrence in the extension of time from August 31st, to September 10th, on Edwin C. Garber's contract #2086, FAS #279-A, with engineering penalty.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

October 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

205-1009

NOTED
State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Edwin C. Gerber, with consent of surety, for an extension of time on his contract No. 2086, covering the resurfacing and oiling of the Upper Nehalem County Road in Columbia County, from August 31st to September 10th, at which time the final seal and cover were applied.

It is recommended that this extension be granted, subject to the engineering penalty. We made every effort in the early part of the summer to get Mr. Gerber at this work in order to get it completed on time, but to no avail.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
OCT 20 1938
FOR FILE

7td 277-11-1

October 19, 1938

IN REPLY PLEASE
REFER TO FILE NO.

205-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from Edwin C. Gerber, with consent of surety, for an extension of time on his contract No. 2086, covering the resurfacing and oiling of the Upper Nehalem County Road in Columbia County, from August 31st to September 10th, at which time the final seal and cover were applied.

It is recommended that this extension be granted, subject to the engineering penalty. We made every effort in the early part of the summer to get Mr. Gerber at this work in order to get it completed on time, but to no avail.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
H. B. Glaisyer ✓

REFERRED TO
BY SECRETARY

#2086

RECEIVED
OCT 13 1938
FOR FILING

9a
279-A-1

October 11, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Edwin C. Gerber on Contract No. 2086, Sheeley Bridge Section of the Upper Nehalem County Road in Columbia County. This payment will be made on or after October 21, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 6
FOR FILING

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

October 3, 1938

IN REPLY PLEASE REFER TO FILE NO.

205-1009

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There are attached hereto four copies of the semi-final estimate, three copies of the quantity summary sheet, nine material receipt books, copies of oil invoices, two sheets of summaries and an explanation of overruns and underruns on the Sheeley Bridge Section surfacing and oiling project on the Upper Nehalem County Road in Columbia County.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
S. H. Probert
J. W. McCallister

RECEIVED
OCT 8 1938
FOR FILING

FAS 279-2

October 4, 1938

Hon. County Court of Columbia County
St. Helens, Oregon

Gentlemen:

This is to advise that the Sheeley Bridge Section of the Upper Nehalem Road, a Federal Aid Secondary Highway Project, 3.22 miles in length, has been completed by the contractor and is being turned over to the county for maintenance, under the terms of an agreement executed by the Columbia County Court and the State Highway Commission June 2, 1938. This agreement provides that the county shall make proper provision for the maintenance of the project each year, and shall maintain the project in a manner satisfactory to the State Highway Department and the Secretary of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. F. D. Mason

RECEIVED
SEP 21 1938

September 20, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Sheeley Bridge Section, Project No. FAS 279-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
SEP 16 1938
FOR FILING

FaS 279-a

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office, covering Oregon Secondary Federal Aid Project No. FAS 279-A (1), the Sheeley Bridge Section of the Upper Nehalem Road.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval of this project is subject to the condition that reflectorized signs be installed at each end of the Sheeley bridge, which is located in an exception to this project, warning traffic of the restricted roadway.

Sign Dept. notified
Swb

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ron

Form [illegible]—10-37

FAS 377-A(1)

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 10, 193 8

Section Shasley Bridge

Kind of work Surfacing and Oiling.

Highway Upper Nehalem County Road.

Section prefix 205-1009

Contractor Edwin C. Gerber.

Contract number 2086

Date of contract June 15, 193 8

Date of completion August 31, 193 8

Date work started August 9, 193 8

Estimated date of completion ...., 193....

Amount of contract $12,272.40

Per cent of time elapsed 100 % plus 10 days. %

Estimated cost of completed project, exclusive of engineering $ 12,250.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 455., 3.7 %

Date project was completed September 10, 193 8

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

On Wednesday contractor cleaned off road preparatory to applying final seal. On Thursday applied final seal. On Friday and Saturday broomed and rolled road, trimmed shoulders and completed the job.

RECEIVED
SEP 12 1938
DIVISION ENGINEER

NOTED

Signed

Address Timber.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

All Completed

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,
Compressors ...., Bulldozers ...., Sheet-foot rollers ...., Retorts 1, ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	Showers		
Tuesday	Showers		
Wednesday	Cloudy		
Thursday	Fair		
Friday	"		
Saturday	"		

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sheeley Bridge Section, Project No. FAS 279-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 279-A (1)

SHEELEY BRIDGE SECTION OF THE
UPPER NEHALEM ROAD IN COLUMBIA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1938

1,400	cu. yds.	Crushed Rock Surfacing	$2.50	$ 3,500.00
100	cu. yds.	Filler	0.20	20.00
100	yd. mi.	Hauling Filler	0.20	20.00
100	M-Gals.	Sprinkling	1.50	150.00
3.18	miles	Preparation of Base	150.00	477.00
1,200	cu. yds.	Mineral Aggregate in Place	3.50	4,200.00
66	tons	Light Tar in Binder Course	21.00	1,386.00
120	tons	Tar in Place	20.995	2,519.40
		Subtotal		$12,272
		10% Engr. & Cont.		1,227
		Total		$13,499

Length of Roadway — 3.183 miles
Length of Bridge (Exception) — 0.036 mile
Total Length — 3.219 miles
Cost per mile, roadway — $4,240

FAS Funds Requested- -	$ 8,240
State Funds- -	5,259
	$13,499

State Funds for Constr.: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County on May 16, 1938, and by the State Highway Commission on June 2, 1938

#2086

FORM 401 P. 4-37 PM

RECEIVED
AUG 18 1938
FOR FILING
7a-[illegible]

[illegible]IVED
[illegible] 1938
ST[illegible] [illegible]MISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

August 16, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: E. C. Gerber, Oregon City, Oregon

It is our understanding that Mr. Gerber has an oiling contract on the Nehalem secondary highway near Vernonia.

We anticipate furnishing Mr. Gerber with petroleum products for this operation and shall therefore appreciate your completing this attached Contractor's Questionnaire and returning it to us in the enclosed business reply envelope.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By L. Harbison

LH:IB
Attachment

Inquiry about the job by Co. Comm. of Columbia Co. filed in [illegible] 7/C - [illegible] -8/5/38

FORM 2-A-1 10M 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
AUG 6 1938
FOR FILING

July 30th, 1938

Mr. E. C. Gerber, Contractor
Route 2
Oregon City, Oregon

Dear Sir:

You have been notified to proceed with the Sheeley Bridge Section as the completion date of the project is August 31st, 1938. As yet we have heard nothing from you, and there is no indication that you are making preparation to proceed with the job.

This job absolutely must be finished by the completion date, and unless we hear from you by return mail, it will be necessary to call upon the bonding company for the completion of the contract.

Very truly yours,

State Highway Engineer

R

I am shipping rock from Portland to Vernonia next Tuesday and am shipping 300 yards daily.

I was at Vernonia July 30 but was unable to locate any engineer - Will start working next week - Aug. 8.

Edwin C. Gerber

RECEIVED
JUL 29 1938
FOR FILING

Ja S 211-a

July 28, 1938

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2086 awarded to you on June 15, 1938, for surfacing and oiling the Sheeley Bridge Section of the Upper Nehalem County Road, in Columbia County. This copy is for your records and files.

Very truly yours,

Secretary

RBG:AM

RECEIVED
JUL 19 1938
FOR FILING

[illegible]

July 15, 1938

Mr. Edwin C. Gerber,
Route #2,
Oregon City, Oregon.

Dear Sir:

On June 15th the State Highway Commission awarded to you the contract for the surfacing and oiling of the Sheely Bridge Section of the Upper Nehalem County Road in Columbia County, based on your bid of $12,272.40, which was submitted on this date.

Contract and bond forms were prepared and forwarded to you for execution on June 20th. We have been advised by the Railway Express Agency that they had received such forms but that you had not called for them.

The final clause of the proposal form which you submitted reads as follows: "If this proposal shall be accepted and the undersigned shall fail to or neglect to contract ad aforesaid, and to give bond in the amount specified, with surety satisfactory to the State Highway Commission, within ten (10) days (not including Sunday), from the date of receiving from the State Highway Commission the contract prepared and ready for execution, the State Highway Commission may, at its option, determine that the bidder has abandoned the contract, and thereupon forfeiture of the security accompanying his proposal shall operate and the same shall be the property of the State Highway Commission."

Will you please advise if you have received this contract and when we may expect to have the copies returned properly executed?

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 5 1938
FOR FILING

File 277-11

June 30, 1938

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

This is to advise you that the contracts for surfacing and oiling the Sheeley Bridge Section of the Upper Nehalem County Road, Contract No. 2086, were forwarded to you on June 20, 1938.

Please call at the express office in Oregon City and pick them up.

Very truly yours,

Secretary

JMcE:AM

cc - Railway Express Agency
Southern Pacific Depot
Oregon City, Oregon

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENCY

INCORPORATED

S P Depot

Street address where shipment is held

OREGON CITY, ORE.

City State

Jun. 29 38

19

You are notified that { Article Pkg

C. O. D. or Collection $

Forwarded by you on June 16 38 19

Addressed to E C Gardner

RR Oregon City Ore

W/B 30 Charges $ Paid

Your invoice or Identification No.

Remains in this office undelivered because Outside free delivery limit. No response to postal notice

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No.

Agent

SEE OTHER SIDE (566—6-33 PRINTED IN U.S.A.)

June 20, 1938

r

n

ding you today by express four copies of which was awarded to you on June 15, 1938, way Commission covering 3.22 miles surfacing Wheeley Bridge Section of the Upper Nehalem olumbia County.

indly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 11 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HBG:AM

RECEIVED
JUN 21 1938
FOR FILING

[illegible]

June 20, 1938

Mr. Edwin C. Gerber
Route No. 2
Oregon City, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No.2086 which was awarded to you on June 15, 1938, by the State Highway Commission covering 3.22 miles surfacing and oiling on the Wheeley Bridge Section of the Upper Nehalem County Road, in Columbia County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 11 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HBG:AM

Fas 279-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 265-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

copy for Mr. Nash

FAS 279-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 263-E, FAS 279-A, FAS 8-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FA323-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MB
Encl.
Copy for Mr. Nash

RECEIVED
JUN 20 1938
FOR FILING

[illegible]

June 16, 1938

Mr. Edwin G. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

The State Highway Commission on June 15, 1938, awarded you the contract for 3.22 miles surfacing and oiling on the Sheeley Bridge Section of the Upper Nehalem County Road, in Columbia County, based on your low bid of $12,272.40 submitted on that date.

Inasmuch as your bid was the same for the use of either road oil or tar and the Commission had no choice as to which should be used, it was decided to base the decision on a drawing and tar was drawn.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

MBG:AM

cc - Mr. S. H. Probert

FORM E-A-1 10M 2-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 20 1938
FOR FILING

711-11-1

June 13th, 1938

NOTED
State Highway Engineer

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Herewith, detail estimate of the Sheeley Bridge Section, as requested in your letter of recent date.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

SHEELEY BRIDGE SECTION

Estimated Cost

1,400 Cubic Yards Rock Surfacing 1½" - 0"

$0.65	F.O.B. Portland
0.91	Freight $0.035 cwt. to Vernonia
0.15	Unload and Stockpile
0.32	Haul 4½ miles at $0.07
0.20	Spread, Blade and Roll
0.22	Profit 10%
$2.45	Total Based on Shipping Rock In

Cost from Columbia County quarry should only be about $2.10 per cubic yard, but quantity is so small the contractors do not wish to operate the old county crusher.

Filler - 100 Cubic Yards

$0.12	Load
0.18	Spread and Blade
$0.30	

Haul Filler

$0.20 1 Mile Haul

Sprinkle - 100 M-Gal.

$1.50 per M-Gal.

Preparation of Base - 3.18 Miles

$100.00 Mile - Blade, Shape, Windrow 2 to 4 yards per station along edge for tack coat, cover tack coat.

Mineral Aggregate in Place - 1200 Cubic yards

$1.05	Portland
0.91	Freight to Vernonia
0.15	Unload and Stockpile
0.15	Lord into Trucks
0.45	Haul
0.65	Spread, Handspot and Roll
0.35	Profit 10%
$3.71	

Light Tar in Binder Course - 66 Tons

$15.60	Ton at Vernonia in Car
1.25	Heat
0.54	Haul 4½ Miles at $0.12
1.75	Spread
2.00	Profit 10%
$21.14	

Tar in Place - 120 Tons

$15.60	per Ton at Vernonia in Car
1.25	Heat
0.54	Haul
1.75	Spread
2.00	Profit 10%
$21.14	

Fas 279

June 8, 1938

Mr. Oscar Cutler

OFFICE

Dear Sir:

I hand you herewith five copies of an agreement with Columbia County covering the maintenance of a portion of the Upper Nehalem County Road, FAS 297, which is being constructed by the state. 279?

I have retained the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

FORM 5-A-1 5M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

FAS 279-A

June 1, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon.

NOTED
State Highway Engineer

ATTN: H. G. SMITH

Dear Sir:

At the request of the county court we included in the Dixonville Section of the North Umpqua County Road, two 72-inch corrugated iron pipes which were to be used for cattle passes. The county court now advises me that it will be necessary to condemn the lands on which these pipes were to have been placed and that it will not be necessary to place the pipes. I would therefore suggest that the contractor be notified, before the contract is awarded, that these pipes will not be installed.

Very truly yours,

K. D. Lytle

K. D. LYTLE
Division Engineer

cc.R. H. Baldock
H. G. Smith, New Heathman Hotel.
Oscar Cutler

KDL:AF

FORM 5-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 1 1938
UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

FAS 279-A

May 28, 1938

NOTED
State Highway Engineer

R. H. Baldock,
State Highway Engineer,
Salem, Oregon

ATTN: H. G. Smith

Dear Sir:

Enclosed is the Division Engineer's Estimate of Cost of grading and surfacing the Dixonville Section of the North Umpqua County Road, Douglas, County, bids for which are to be received on June 3, 1938.

Very truly yours,

K. D. LYTLE,
Division Engineer

By:
R. B. Sipprell,
Office Engineer

RBS/S

encl. 2

cc R. H. Baldock ✓

RECEIVED
AUG 19 1938
FOR FILING

FAS 279-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1 1938
STA[illegible]

June 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 279-A (1), the Sheeley Bridge section of the Upper Nehalem County Road, to Edwin C. Gerber, Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING

[illegible]-A-1

June 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number one for the Sheeley Bridge Section, Project No. FAS 279-A (1), which page has been revised by changing the date of receiving bids to June 15, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE
POST OFFICE BUILDING
PORTLAND, OREGON

MONTANA
OREGON
WASHINGTON

FAS 279-C

RECEIVED
MAY 24 1938
STATE HIGHWAY COMMISSION

May 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for Oregon FAS 279-A (1), the Sheeley Bridge section of the Upper Nehalem County Road.

It is noted that Item 3 of the proposal, "Hauling Filler", calls for 100 C.Y. This item should be corrected to read 100 cubic-yard miles as shown in the plans and estimate.

Very truly yours,

WHLynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
7A 1 211

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1938

RECEIVED
MAY 19 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon project FAS 279, the Sheeley Bridge section of the Upper Nehalem Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
711 J 279

May 9, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Sheeley Bridge Section, Project No. FAS 279.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 279

SHEELEY BRIDGE SECTION OF THE UPPER NEHALEM ROAD IN COLUMBIA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 9, 1938

1,400	cu.yds.	Crushed Rock Surfacing	$ 1.60	$ 2,240.00
100	cu.yds.	Filler	.50	50.00
100	yd.mi.	Hauling Filler	.20	20.00
100	M-Gal.	Sprinkling	1.50	150.00
3.18	miles	Preparation of Base	100.00	318.00
1,200	cu.yds.	Mineral Aggregate in Place	3.00	3,600.00
56	Tons	RC-2 Asphalt in Binder Course	28.50	Alternate
102	Tons	SC-6 Road Oil in Place	18.50	Alternate
66	Tons	Light Tar in Binder Course	24.00	1,584.00
120	Tons	Tar in Place	24.00	2,880.00
			Subtotal	$ 10,842
			10% Engr. & Cont.	1,084
			Total	$ 11,926

Length of Roadway	3.183 miles
Length of Bridge (Exception)	.036 "
Total Length	3.219 "
Cost per mile, Roadway	$3,746

FAS Funds Requested- -	$ 7,280
State Funds- -	4,646
	$ 11,926

RECEIVED
AUG 10 1938
FOR FILING

[illegible] 277

STATE Oregon

PROJECT NO. FAS 279
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 6, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Sheeley Bridge Section, Upper Nehalem Road
2. Between a point in NE¼ Sec. 23, T. 4 N., R. 5 W. and a connection with FAS 223 near Treharne and
3. Between intermediate control points if used: and

County of Columbia

4. Length in miles (gross) 4.5 (net) 4.5
5. Preliminary estimate of cost: Total, $ 20,000; section of road to be first improved, $ 12,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5073

State or County

7. Funds for maintenance to be provided by Chap. [illegible], Laws 1917; Chap. 31, Laws 1920 (State or (and) county.), from the following sources: (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By As Chairman
(Title of officer.)

By As Commissioner
(Title of officer.)

By As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—5073

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 279

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) May 6, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

By____________________
As Chairman

By____________________
As Commissioner

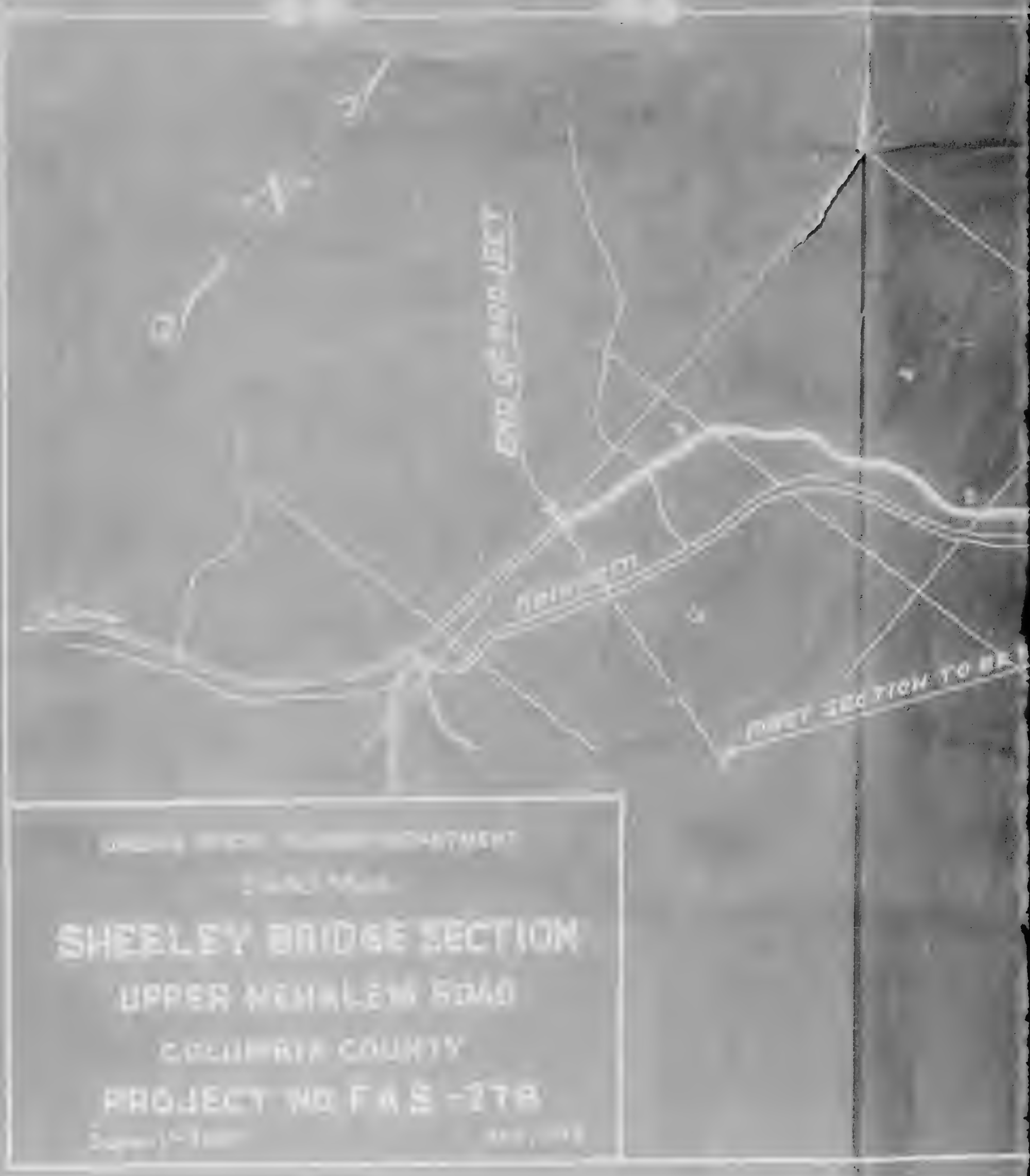
By____________________
As Commissioner

I concur.

____
District Engineer, B. P. R.

(Date)________________

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).


END OF PROJECT
BRIDGE
FIRST SECTION TO BE

OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

SHEELEY BRIDGE SECTION

UPPER NEHALEM ROAD

COLUMBIA COUNTY

PROJECT NO F A S -278

[illegible] [illegible]

BEGINNING OF PROJE
ECTION TO BE IMPROVED

CONTRACT# [redacted] 2087

FAS 20-A (1) Chenoweth Creek-The Dalles
2037 Sec., Chenoweth County Rd.

RECEIVED
FEB 16 1939
FOR FILING

February 16, 1939

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Hurner.

Gentlemen:

Reference is made to your letter of February 14th concerning the H. L. Rice, Contract No. 2087, Chenoweth Creek-The Dalles Section in Wasco County.

You are advised that this contract was completed Sept, 30th, 1938, and was accepted Oct, 20, 1938.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. J. McFarland.

2087

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

February 14, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: H. L. Rice
Contract #2087

We understand this job has been completed for some time and would appreciate knowing the completion and acceptance dates.

A stamped and addressed envelope is enclosed for your convenience.

Very truly yours,

SHELL OIL COMPANY

RER:RS
Encl.

FRANK J. HURNER
Division Credit Manager

R.H Boldock ✓

RECEIVED
JAN 25 1939
FOR FILING

[illegible] 1-1

January 18th, 1939

COST ANALYSIS - FINAL REPORT

Chenowith County Road, Chenowith Creek-The Dalles Section
Grading, Surfacing & Oiling Contract 2037, Prefix 233-1006
H. L. Rice, Contractor
J. E. Peck, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$44.00	100%			$50.00
Trench Excavation	34.70	34.7 cu. yd.	1.00	1.25	43.38
Excavation, Single Class	740.03	2,376.8 " "	0.31	0.45	1,069.56
Overhaul	30.26	1,513 yd. sta.	0.02	0.02	30.26
Truck Haul	6.23	24.9 yd. mi.	0.25	0.25	6.23
Finishing Roadbed & Slopes	141.05	0.7 Mile	202.00	250.00	175.00
Rounding Cutbanks	148.69	2,210 lin. ft.	0.07	0.10	221.00
12" Corr. Iron Pipe	224.82	236 " "	0.95	1.50	354.00
Salvage Culvert Pipe	53.25	71 " "	0.75	1.00	71.00
4½" - 2" Rock in Base	3,117.46	1,604 cu. yd.	1.94	1.77	2,839.08
3/4" - 0" " " "	2,986.26	1,536.5 " "	1.94	1.77	2,719.61
Sprinkling	422.65	343 M-Gal.	1.23	1.50	514.50
Preparation of Base	217.50	1.19 Miles	183.00	150.00	178.50
Mineral Aggr. in Place	2,683.78	790 cu. yd.	3.40	3.00	2,370.00
SC-6 Road Oil in Place	1,799.84	68.53 tons	26.26	28.00	1,918.84
Screen Rejections	55.98	223.9 cu. yd.		0.25	55.98
Hauling Screen Rejections	19.25	192.5 yd. mi.		0.10	19.25
PA #L Purchase Excess SC-6 in Bbls.	34.63	2.17 tons		15.96	34.63
Cr. Rock Sold to Private Parties	275.00				275.00
	$13,035.38				$12,945.82

Total Cost	$13,035.38
Gross Revenue	12,945.82
Net Loss	$89.56 - 0.7% of Gross Revenue

Contract 2087

Detail of Cost

Labor:		
Supervision (Supervision & Timekeeper)	$330.00	
Labor	3,431.14	
State Industrial Accident Insurance	257.17	
Social Security & Unemployment Insurance	197.70	
Supervision (H. L. Rice $1\frac{1}{2}$ mos. at $200.00 per mo.)	300.00	$4,516.01
Materials:		
12" Corr. Iron Pipe 236 lin. ft. at 0.67	$158.12	
12" " " " Bands 6 each at 0.87	5.20	
SC-6 Road Oil 70.70 tons at 5.70	402.99	
SC-6 " " Freight & Demurrage	605.04	~~1,171.35~~ 1,171.35
Equipment Rental, Supplies & Misc.:		
Equipment Rental	$1,806.00	
Rented Equipment	1,565.37	
Hired Trucks	276.96	
Gas, Oil and Grease	585.62	
Explosives	174.13	
Small Tools, Repairs & Misc.	1,912.43	
Moving & Plant Set-up Expense	69.72	
Miscellaneous Expense	74.35	
Bond	126.71	
Sub-contractor	756.76	7,348.05
		$13,035.41

Chenowith Creek-The Dalles Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 1.19 miles of roadway on the Chenowith County Road in Wasco County. It was awarded June 15th, 1938; work started July 21st and finished September 30th.

The contractor erected a crusher plant in the quarry located adjacent to the Columbia River Highway at M.P. 87.73. The plant consisted of two crushers (15" x 30" jaw and 36" x 20" rolls), 3' x 8' triple-deck screen, stationary hoist and dragline, and a 125 h.p. diesel engine. Operations were started August 19th, and finished September 10th. A total of 3,930.5 cubic yards of surfacing and oil rock and 223.9 cubic yards of screen rejections were produced at average hourly rate of about 18 to 22 cubic yards per hour.

A 40 h.p. tractor and a 5 cu. yd. scraper were used on the excavation work, and considering the small quantity excellent results were obtained.

A Jaeger spreader box of the pull type proved efficient for spreading the 4½" - 2" base surfacing rock. The oiling was subbed to the Portland Road & Driveway Company, but as their experience was very limited as far as road work was concerned, this phase of the work was prosecuted none too efficiently.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

Stencil No. 8.

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 20-A (1), Chenoweth Road, was made by a representative of this office on October 19, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

#2087 s

NOV 10 1938
FOR F

7a ✓ 20-a-1

November 9, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2087, for the construction of the Chenoweth Creek-The Dalles Section of the Chenoweth Creek County Road in Wasco County, has been completed by the contractors, H. L. Rice, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 19, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,670.82, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict/ by J. McFarland.

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 20-A (1)
Chenoweth Creek-The Dalles section
Chenoweth Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ion

A4pr 36050

Form P. R. 2

State Oregon

Federal Aid Secondary

Project No. FAS 20-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 22nd day of September, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 6th day of May, 1938, a project statement, which was approved by the Secretary on the 25th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eight thousand, five hundred fifty and 00/100 dollars ($8,550.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+13.5, in the NW 1/4 of Section 29, T. 2 N., R. 13 E., W. M., and survey station 63+00, in the SE 1/4 of Section 32, T. 2 N., R. 13 E., W. M.

, length 1.190 miles, in Wasco County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 20, consisting of 1.190 miles of roadway and no bridges, e[illegible]of more than 20 feet clear span, a

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of eight thousand, five hundred fifty and 00/100 dollars ($8,550.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, eighteen and 00/100 dollars ($14,018.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of ~~July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Wasco, pursuant to its agreement with the Highway Department dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

P

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 19 1938, 19__

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By ____________________

Member, State Highway Commission
(Title of officer)

By F L TouVelle

____
(Title of officer)

By ____________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ____________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS-20-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $14,018.00 as the total estimated cost of said project, and the sum of $8,550.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 19 1938 one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4280

RECEIVED
OCT 26 1938
FOR FILING

October 25, 1938

Hon. County Court of Wasco County
The Dalles, Oregon

Gentlemen:

This is to advise that the contract on the Chenoweth Creek-The Dalles Section of the Chenoweth Road, Project FAS 20-A, 1.17 miles in length, has been completed, and is being turned over to the county for maintenance, as provided in the agreement which was executed by the County Court of Wasco County and the State Highway Commission under date of June 2, 1938.

This agreement provides that the county will maintain the section in a manner satisfactory to the Bureau of Public Roads and the State Highway Commission, and will provide funds each year for such maintenance.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. H. G. Smith
Mr. W. E. Chandler

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

TE HIGHWAY COMMISSION

October 17th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing Resident Engineer Peck's report of overruns and underruns in excess of 10% on the Chenoweth County Road Project, Contract #2087 which we mentioned in the closing paragraph of our letter of transmittal under date of October 7th.

NOTED
State Highway Engineer

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

Encl.

#2087

RECEIVED
OCT 14 1938
FOR FILING
7a-L20-a-1

October 14, 1938

United States Fidelity & Guaranty Company,
Walter F. Cline, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to H. L. Rice on Contract No. 2087, Chenoweth Creek-The Dalles Section of the Chenoweth County Road in Wasco County. This payment will be made on or after October 24, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 236—3M—10-37

7U-d-2-4-1

✓

REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 1, 1938

Section Chenowith Creek-The Dalles

Kind of work Grading, Surfacing and Oiling

Highway Chenowith County Road

Section prefix 233-1006

Contractor H.L.Rice

Contract number 2087

Date of contract June 15, 1938

Date of completion Sept 30, 1938

Date work started July 21, 1938

~~*Estimated*~~ *date of completion* Sept 30, 1938

Amount of contract $12744.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $12744.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $841.05, 6.6 %

Date project was completed Sept 30, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The second seal was placed on this Section on Wednesday Sept 28th, the shoulder material was placed on Thursday and Friday the 29 and 30th.

Three men have been shaping shoulders and cleaning ditches this week and the job was finished on Friday Sepember the 30th.

Mr.Stoddard of the Bureau of Public Roads was over this Section on an inspection trip on Tuesday Sept 27.

This is the final report on this Section, the final estimate will be in, in a few days.

NOTED
VAN SCOY

Signed

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.19				
Miles partially completed	1.19				
Miles completed	1.19				
Total estimated quantities	2150				
Estimated quantities moved or placed to date	2150				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	3				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	..		
Tuesday	..		
Wednesday	Cloudy		
Thursday	..		
Friday	Fair		
Saturday	Fair		

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon FAS 20-A (1),
Chenoweth Creek-The Dalles Section,
Chenoweth Creek Road.

September 12, 1938

RECEIVED
SEP 16 1938
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Lon

RECEIVED
AUG 19 1938
FOR FILING
FAS 20-A-1

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Chenoweth Creek-The Dalles Section, Project No. FAS 20-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 20-A (1)

CHENOWETH CREEK-THE DALLES SECTION OF THE CHENOWETH CREEK ROAD IN WASCO COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1938

All Required		Clearing and Grubbing		$ 50.00
30	cu. yds.	Trench Excavation	$1.25	37.50
3,100	cu. yds.	Excavation, Single Classification	0.45	1,395.00
1,600	yd. stas.	Overhaul	0.02	32.00
350	yd. mi.	Truck Haul	0.25	87.50
.70	mile	Finishing Roadbed and Slopes	250.00	175.00
3,000	lin. ft.	Rounding Cutbanks	0.10	300.00
100	lin. ft.	12" Corrugated Iron Pipe	1.50	150.00
90	lin. ft.	Salvaging Culvert Pipe	1.00	90.00
1,800	cu. yds.	4½" - 2" Rock in Base	1.77	3,186.00
1,400	cu. yds.	3/4" - 0" Rock in Base, Resurfacing and Shoulders	1.77	2,478.00
150	M-Gals.	Sprinkling	1.50	225.00
1.19	miles	Preparation of Base	150.00	178.50
800	cu. yds.	Mineral Aggregate in Place	3.00	2,400.00
70	tons	SC-6 Road Oil in Place	28.00	1,960.00
		Sub-total		$12,744
		10% Engr. & Cont.		1,274
		Total		$14,018

Length 1.190 miles
Cost per mile $11,779

FAS Funds Requested- -	$ 8,550
State Funds -	5,468
	$14,018

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County on May 23, 1938, and by the State Highway Commission on June 2, 1938.

FORM 5-D-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 18 1938
FOR FILING

NOTED
State Highway Engineer

July 19th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

It is noted that the project authorizations and the contract specifications covering the Chenoweth County Road project, H. L. RICK'S Contract #2087 has been assigned the prefix of 225-1006. Should not this prefix be corrected to read "233-1005"

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
JUL 13 1938
FOR FILING

For file

July 13, 1938

Mr. H. L. Rice
2905 S. E. Pine St.
Portland, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2087 which was awarded to you on June 15, 1938, for grading, surfacing and oiling the Chenoweth Creek-The Dalles Section of the Chenoweth County Road, in Wasco County. This copy is for your records and files.

Very truly yours,

HBG:AM Secretary

RECEIVED
JUL 5 1938
FOR FILING

RECEIVED
1938

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS

300 CENTRAL BUILDING
SEATTLE, WASH.

June 29, 1938

7a L 20-a

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: Contract #2087, Improvement Chenoweth Creek-The Dalles Section - H. L. Rice, contractor

We are sending you under separate cover four copies of the contract and bond on the above project which have been signed by the contractor and executed by the writer on behalf of the surety company. We will appreciate it if you will forward the surety company's copy to this office when it is ready for delivery.

No

In order to save expense, we might mention to you that we are not interested in having you forward to us the plans and specifications - all that we actually require here is a copy of the contract and bond and if you will just tear out the copy of the contract and bond and forward to us it will save the expense of expressing.

Appreciating very much your kindness in this respect and trusting that these instruments will be approved, we are

Yours very truly,

McCOLLISTER & CAMPBELL, INC.,

By D H McCollister

DHM/H

FORM 8-A-1-
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 27 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM
June 24, 1938.

7a-120-a

IN REPLY PLEASE
REFER TO FILE NO.

Mr. [illegible] Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

The assignment of J. E. Peck to the residency on the Chenoweth Creek-The Dalles project contract is concurred in.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/E

CC to
R.H.Baldock

RECEIVED
JUN 22 1938
FOR FILING

Fa-l 20-a

June 21, 1938

Mr. H. L. Rice
2905 S. E. Pine Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2087 which was awarded to you on June 15, 1938, for grading, surfacing and oiling the Chenoweth Creek-The Dalles Section of the Chenoweth County Road, in Wasco County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 19 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

FORM 5-A-1 2M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 24 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUN 23 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

June 21st
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Pending your approval, we have assigned J. E. Peck the residency on the Chenoweth Creek-The Dalles project, H. L. Rice's Contract 2087, project prefix 253-1006.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
AUG 19 1938
FOR FILING
/ 2
Zu

June 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In your letter of May 31st, relative to The Dalles-Chenoweth Project (FAS-20), you request a map showing the western terminus of the road.

The Chenoweth Creek Road has no definite terminus, but is simply a unit in the system of county roads which feeds traffic into The Dalles from a territory six or eight miles square laying west of The Dalles. The name Chenoweth Creek Road was assigned to the road for indentification purposes only, and without having in mind any particular route to be followed beyond the end of the section proposed for immediate improvement.

A map showing the situation is being sent herewith.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RECEIVED
1 - 1938
[illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are today in receipt of advice that the project statement for Oregon Federal Aid Secondary Project No. FAS 20, for improvement of 2.5 miles of the Chenoweth Road in Wasco County, was approved May 25, 1938.

The project statement was approved subject to the condition that the eligibility of the portion of the project within The Dalles for improvement with Federal Aid Secondary funds shall be determined prior to submission of P.S.& E. for this portion of the project.

We have also been requested to supplement the present records with a sketch map showing the westerly terminus of this road.

Very truly yours,

W. H. LYNCH
District Engineer

F. E. ANDREWS
Senior Highway Engineer

RECEIVED
JUN 20 1938
FOR FILING

7a [illegible]

June 16, 1938

Mr. H. L. Rice
2905 S. E. Pine
Portland, Oregon

Dear Sir:

The State Highway Commission on June 15, 1938, awarded you the contract for 0.70 mile grading and 1.19 miles surfacing and oiling on the Chenoweth Creek-The Dalles Section of the Chenoweth County Road, in Wasco County. This award was based on your low bid of $12,744.50 submitted on that day.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. H. Probert

Fas 20-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 263-B, FAS 279-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

FAS 20-A

COPY

June 16, 1938

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 263-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

copy for Mr. Nash

RECEIVED
AUG 10 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

June 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 20-A (1), Chenoweth Creek-The Dalles section of the Chenoweth County Road, to H. L. Rice, Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM S-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 20 1938
FOR FILING

[illegible] 1938
STATE HIGHWAY [illegible]

FAS 20-A

June 10th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the CHENOWETH CREEK COUNTY ROAD project, 1.19 miles of grading, surfacing and oiling:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing			Lump	50.00
2.	Trench Excavation	30	cu. yds.	1.25	37.50
3.	Excavation Single Class	3,100	" "	.40	1,240.00
4.	Overhaul	1,600	yd. stas.	0.02	32.00
5.	Truck Haul	350	yd. mi.	0.15	52.50
6.	Finishing Roadbed & Slopes	0.70	mile	300.00	210.00
7.	Rounding Cutbanks	3,000	lin. ft.	0.10	300.00
8.	12" Corrugated Iron Pipe	100	lin. ft.	1.50	150.00
9.	Salvaging Culvert Pipe	90	lin. ft.	1.00	90.00
10.	4½" - 2" Rock in Base	1,800	cu. yds.	1.50	2,700.00
11.	3/4" - 0" Rock in Base, Resurfacing & Shoulders	1,400	cu. yds.	1.75	2,450.00
12.	Sprinkling	150	M-Gals.	2.00	300.00
13.	Preparation of Base	1.19	miles	150.00	178.50
14.	Mineral Aggregate in Place	800	cu. yds.	3.00	2,400.00
15.	SC-6 Road Oil in Place	70	tons	30.00	2,100.00

Total amount of Estimate $12,290.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

HMS:af
cc-Mr. R. H. Baldock ✓

7a ✓ [illegible]

June 8, 1938

Mr. Oscar Cutler

OFFICE

Dear Sir:

I am handing you herewith four copies of an agreement with Wasco County for the maintenance of a portion of the Chenoweth Creek County Road (FAS 20) which is being constructed by the state.

I have retained the original for the Commission's files.

Very truly yours,

Secretary

MC:MBL

RECEIVED
AUG 19 1938
FOR FILING

[illegible]

June 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of special provision page number one for the Chenoweth Creek-The Dalles Section, Project No. FAS 20-A (1), which page has been revised by changing the date of receiving bids to June 15, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 19 1938
FOR FILING

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREG.

IN YOUR REPLY PLEASE REFER TO
FILE NO.

RECEIVED
MAY 19 1938
OREGON
STATE HIGHWAY COMMISSION

May 18, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Secondary Project No. FAS 20-A (1), the Chenoweth Creek-The Dalles Section of the Chenoweth Creek Road, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Concurrence in award will be withheld pending approval of the project statement.

Our approval is also subject to the condition that the finishing of roadbed and slopes contemplated under the appropriate paragraph on Page 4 of the Special Provisions be performed over the remainder of the project between Station 0+13.5 and Station 26+00. This work is to be done by the County or force account and is to be covered by letter as discussed between Mr. Probert and Mr. Davis today.

See our letter of May 18th
[illegible]

Very truly yours,

W H Lynch
W. H. Lynch
District Engineer

RECEIVED
JUL 26 1938
FOR FILING

FAS 20-A

May 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

With reference to the ditch cleaning work and slope trimming required on the portion of the Chenoweth Creek-The Dalles Project (FAS-20-A), which is between Stations 0+13 and 26+00, we agree to have that work performed in a manner satisfactory to you, either by the County or as an extra work item under the contract.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
AUG 19 1938
FOR FILING

May 10, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for The Dalles-Chenoweth Creek Section, Project No. FAS 20-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 20-A

CHENOWETH CREEK-THE DALLES SECTION

OF THE CHENOWETH CREEK ROAD IN WASCO COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 10, 1938

All Required		Clearing and Grubbing		$ 50.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
3,100	cu. yds.	Excavation, Single Classification	.30	930.00
1,600	yd. sta.	Overhaul	.02	32.00
350	yd. mi.	Truck Haul	.15	52.50
.70	mile	Finishing Roadbed and Slopes	250.00	175.00
3,000	lin. ft.	Rounding Cutbanks	.10	300.00
100	lin. ft.	12" Corr. Iron Pipe	1.50	150.00
90	lin. ft.	Salvaging Culvert Pipe	.80	72.00
1,800	cu. yds.	4½" - 2" Rock in Base	1.25	2,250.00
1,400	cu. yds.	¾" - 0" Rock in Base, Resurfacing and Shoulders	1.40	1,960.00
150	M-Gal	Sprinkling	1.50	225.00
1.19	miles	Preparation of Base	100.00	119.00
800	cu. yds.	Mineral Aggregate in Place	3.00	2,400.00
70	tons	SC-6 Road Oil in Place	29.00	2,030.00
			Subtotal	$ 10,775
			10% Engr. & Cont.	1,077
			Total	$ 11,852

Length 1.190 miles
Cost per mile $ 9,959

FAS Funds Requested- -	$ 7,230
State Funds- -	4,622
	$ 11,852

STATE Oregon

PROJECT NO. FAS 20
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

RECEIVED
AUG 19 1938
FOR FILING
FAS 20

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 6, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road The Dalles-Chenoweth Creek Section, Chenoweth Road

2. Between ~~control points or official description:~~ a point in NW¼ Sec. 29, T. 2 N., R. 13 E. and a connection with F. A. Route No. 1 in The ~~xxxx~~ Dalles

3. Between intermediate control points if used: and

County of Wasco

4. Length in miles (gross) 2.5 (net) 2.5

5. Preliminary estimate of cost: Total, $25,000; section of road to be first improved, $16,000, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by **State or County** (State or (and) county.), from the following sources: **Chap. 175, laws 1917; Chap. 31, laws 1920** (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: **Treasurer of the State of Oregon**

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

GOVERNMENT PRINTING OFFICE 8—2073

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 20

CERTIFICATE

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) May 6, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

By____________________
As Chairman

By____________________
As Commissioner

By____________________
As Commissioner

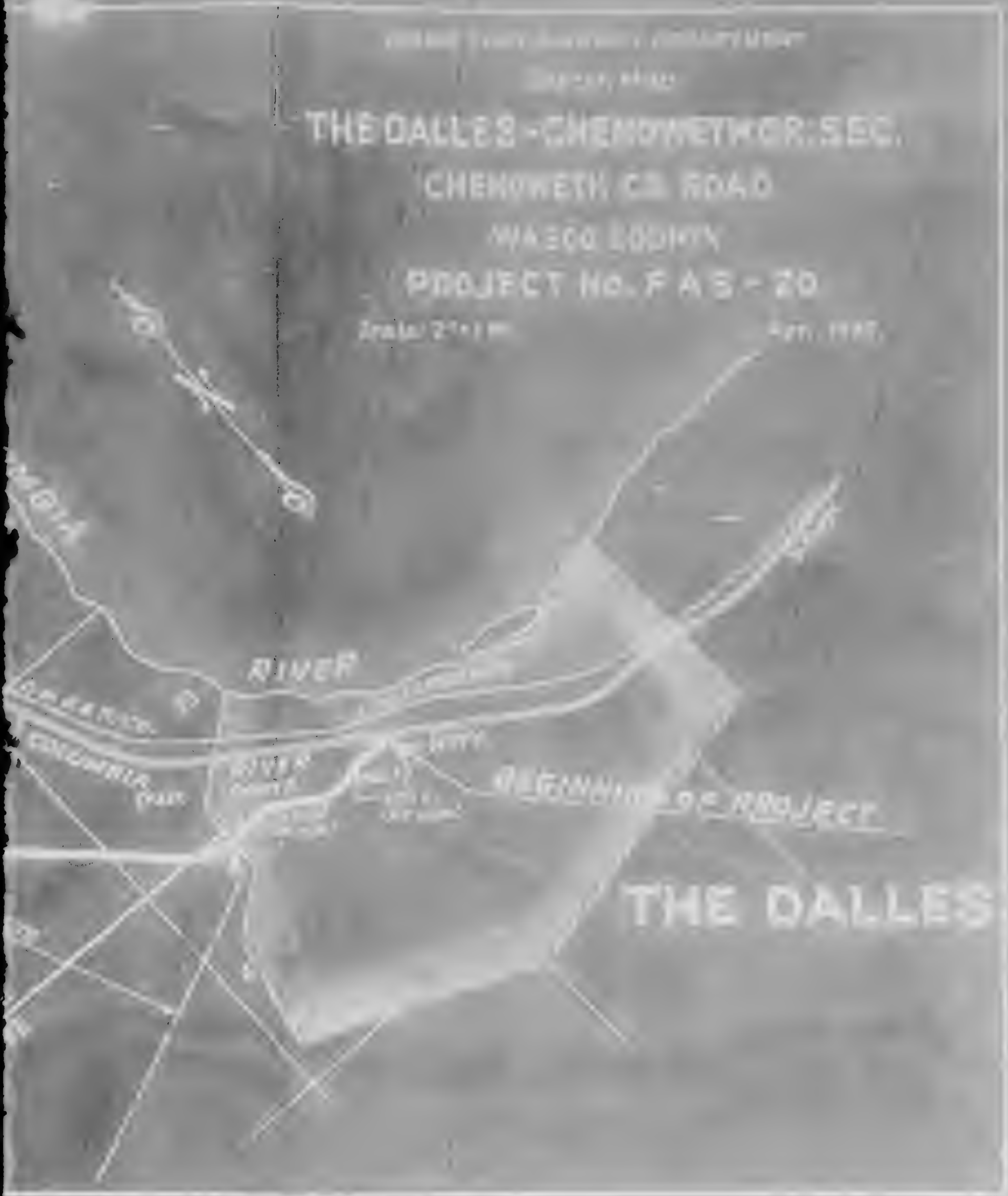
I concur.

____
District Engineer, B. P. R.

(Date)____________________

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).

THE DALL
CH
PRO
Scale: 2
RIVER



[illegible]
[illegible]
THE DALLES - CHENOWETH CR. SEC.
CHENOWETH CR. ROAD
WASCO COUNTY
PROJECT No. F A S - 20
Scale: 2" = 1 Mi.
Apr. [illegible]
COLUMBIA
RIVER
COLUMBIA
RIVER
BEGINNING OF PROJECT
THE DALLES

FORM 9-A-1 5M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

FAS 30-A

April 30th
1938

[illegible] 2 - 1938
STATE HI[illegible] COMMISSION

NOTED

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the Engineer's Estimate recently submitted on the proposed CHENOWETH COUNTY ROAD grading, surfacing and oiling project.

We wish to call your attention to a typographical error in Item #3 "Excavation, Single Classification" which calls for 5,000 cubic yards. This should have been written as "4,000 cubic yards @ 0.30 = $1200.00".

Very truly yours,

WM.E .CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

CONTRACT# [redacted] 2088

FAS 7-A(1) Washington Co. Line-Skyline
Blvd. Sec., N.W. Thompson Co. Rd.
#2088

RECEIVED
FEB 8
FOR FILING

#2088

FAS 7-A-1

February 8, 1940

Honorable Earl Snell
Secretary of State
CAPITOL

Dear Sir:

This acknowledges receipt of your letter of February 7, 1940, inclosing copies of a notice of claim which has been filed by the Collins Concrete and Steel Pipe Company against the bond taken from Saxton, Lacey & Risley in connection with their contract, No. 2088, for grading, surfacing and oiling the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Washington County.

In accordance with our usual practice, we are today forwarding copies of this notice to the surety and to the contractor.

Very truly yours,

Secretary

JM:AM

February 8, 1940

United States Fidelity & Guaranty Company
M. K. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are handing you herewith a copy of a claim, in the amount of $169.95, which has been filed with the Secretary of State by the Collins Concrete and Steel Pipe Company against the bond taken from Saxton, Looney & Risley in connection with their contract No. 2088 with the State Highway Commission for grading, surfacing and oiling the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Washington County.

This is being forwarded to you inasmuch as you appear surety on the bond furnished by Saxton, Looney & Risley in connection with the above-mentioned contract.

Very truly yours,

JM:AM

Secretary

cc - Saxton, Looney & Risley
Oak Grove, Oregon

#2088

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 7, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Collins Concrete and Steel Pipe Company for $169.95 against the bond taken from Saxton, Looney & Risley, principal, and U. S. Fidelity & Guaranty Company, surety, for work on contract No. 2088, which was received from Mr. Stephen W. Matthieu, Attorney, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S Fm
encs. 3

COPY

NOTICE

TO: The State of Oregon, Secretary of State of the State of Oregon, State Highway Commission of the State of Oregon, J.S.Risley, W.C. Looney and A. H. Saxton, a co-partnership, doing business under the name of Saxton, Looney & Risley, and the United States Fidelity & Guaranty Co., a Maryland corporation.

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete and Steel Pipe Company, an Oregon corporation, has a claim for materials furnished, consisting primarily of corrugated metal pipe, concrete pipe, pipe fittings, sand and cement, in a balance of $169.95 (the total value of the materials supplied was $819.95, on account of which $650.00 has been paid) against the bond taken from J. S. Risley, W. C. Looney and A. H.Saxton, as principals, the same being a co-partnership doing business as Saxton, Looney & Risley, and the United States Fidelity and Guaranty Co., a Maryland corporation, as surety, for the work of the said J. S. Risley, W.C. Looney and A. H. Saxton in connection with Contract #2088. Project #2241, for the grading, surfacing, oiling, etc. of the Washington County Line--Skyline Blvd. Section of the N.W. Thompson County Road Highway in Multnomah County, Oregon, under a contract between them and the State Highway Commission of Oregon.

COLLINS CONCRETE AND STEEL PIPE COMPANY

By R. A.Collins
Vice President

Endorsed: File No. 2877
Filed February 7, 1940
EARL SNELL, Secretary of State

RECEIVED
FEB 8 1940
FOR FILING

FPS 7-A-1

#2088

February 8, 1940

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 6 presenting on behalf of the Collins Concrete and Steel Pipe Company a claim against J. S. Risley, W.C. Looney and A. H. Saxton, dba Saxton, Looney & Risley, in the amount of $169.95, in connection with work on the project for the grading, surfacing, and oiling of the Skyline Boulevard-Washington County Line Section of N. W. Thompson County Road, in Washington County, being State Highway Contract No. 2088.

We have made note of this claim in the records of the job to which it pertains and are today notifying the contractors and their surety thereof, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 8, 1940

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of notice of claim by Collins Concrete and Steel Pipe Company in the amount of $169.95, unpaid balance, against Saxton, Looney & Risley for materials furnished in connection with work on State Highway Contract No. 2068 for grading, surfacing and oiling the Washington County Line-Skyline Boulevard Section of the S.W. Thompson County Road, in Washington County.

Inasmuch as you are surety for the contractors on this job, we are calling your attention to this claim in order that you may give it the requisite attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Saxton, Looney & Risley
Oak Grove, Oregon

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

RECEIVED
FEB 7 -

February 6 1940

Clerk, State Highway Commission
Salem, Oregon.

Dear Sir:

I herewith present to you and file on behalf of the Collins Concrete and Steel Pipe Company a notice of claim for a balance due from Messrs. J. S. Risley, W. C. Looney and A. H. Saxton, copartners, doing business as Saxton, Looney & Risley, and the surety on their bond, for materials furnished in connection with the construction of contract #2088 between said parties and the State Highway Commission of Oregon, in connection with the grading, surfacing, oiling, etc. of the Washington County Line--Skyline Blvd. Section of the N. W. Thompson County Road Highway in Multnomah County, Oregon.

I am also sending a copy of this notice to the Secretary of State, in compliance with the statute.

Very truly yours,

Stephen W Matthieu

SWM:f
encl

REFERRED TO
Mrs Lewis

acknowledge & notify surety & contractor
HBG

NOTICE

TO: The State of Oregon, Secretary of State of the State of Oregon, State Highway Commission of the State of Oregon, J. S. Risley, W. C. Looney and A. H. Saxton, a co-partnership, doing business under the name of Saxton, Looney & Risley, and the United States Fidelity & Guaranty Co., a Maryland corporation.

NOTICE IS HEREBY GIVEN, that the undersigned, Collins Concrete and Steel Pipe Company, an Oregon corporation, has a claim for materials furnished, consisting primarily of corrugated metal pipe, concrete pipe, pipe fittings, sand and cement, in a balance of $169.95 (the total value of the materials supplied was $819.95, on account of which $650.00 has been paid) against the bond taken from J. S. Risley, W. C. Looney and A. H. Saxton, as principals, the same being a co-partnership doing business as Saxton, Looney & Risley, and the United States Fidelity and Guaranty Co., a Maryland corporation, as surety, for the work of the said J. S. Risley, W. C. Looney and A. H. Saxton in connection with Contract #2088, Project #2241, for the grading, surfacing, oiling, etc. of the Washington County Line--Skyline Blvd. Section of the N. W. Thompson County Road Highway in Multnomah County, Oregon, under a contract between them and the State Highway Commission of Oregon.

COLLINS CONCRETE AND STEEL PIPE COMPANY

By R. A. Collins
Vice-President

RECEIVED
[illegible]
FOR FILING

FAS 7-A-1

February 7, 1940

Mr. R. A. Collins, Vice President
Collins Concrete and Steel Pipe Company
3841 N. Columbia Boulevard
Portland, Oregon

Dear Sir:

Your letter of February 3, addressed to Mr. H. B. Glaisyer, is being referred to this office for reply.

The sizes and quantities of all types of pipe which were installed on the Washington County Line-Skyline Boulevard project are as follows:

8" Perforated Concrete Pipe- - - -	2,094 lin. ft.
12" Corrugated Iron Pipe - - - - -	16 lin. ft.
12" Concrete Pipe- - - - - - - - -	87 lin. ft.
18" Concrete Pipe- - - - - - - - -	276 lin. ft.
Salvaged Culvert Pipe- - - - - - -	126 lin. ft.

This project was completed on September 12, 1938, and was accepted by the State Highway Commission on September 19, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/MB

Pyramid CONCRETE PRODUCTS

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

Collins Concrete and Steel Pipe Co.

3841 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

RECEIVED
FEB 5 -

February 3, 1940

Mr. H. B. Glaisyer,
Secretary Oregon State
Highway Commission,
Salem, Oregon.

Dear Mr. Glaisyer:

Although I have written to you before regarding the Saxton Looney contract, I would like to have some more detailed information regarding this firm.

The job to which I have reference was known as the Washington County Line Sky Line Boulevard Section of N. W. Thompson County Road in Multnomah County, and was awarded to Saxton & Looney on June 2nd and 3d highway letting, 1938.

I would like to have the quantity and sizes of all types of pipe which were installed in this project, also the date of completion and acceptance by the highway department.

Thanking you in advance for this information, we remain

Very truly yours,

COLLINS CONCRETE & STEEL PIPE CO.

By R. A. Collins L
Vice President.

RAC:L

REFERRED TO
Robert
SECRETARY

will you please prepare reply?
HBG

RECEIVED
FOR FILING

#2088

FAS 7-A-1

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

RECEIVED
FEB 5 - 19

February 3 1940

State Highway Commission
Salem, Oregon

Gentlemen:

I herewith acknowledge receipt of your letter of February 2nd, inquiring as to the amount of the claim of the Collins Concrete and Steel Pipe Company against Saxton, Looney and Risley and their bondsmen, arising out of State Highway Contract #2088 for the construction of the Washington County Line-Skyline Boulevard section of the Northwest Thompson County Road in Multnomah County.

For your information the amount due is a balance of $169.95. Continued requests for payment have failed to secure this overdue balance.

Very truly yours,

Stephen W Matthieu

SWM:f

REFERRED TO
JMS
SECRETARY BY

note amt. of claim
HSB

NOTED
H B GLA

#2088

RECEIVED

FOR FILING

FAS 7-A-1

February 2, 1940

Mr. Stephen W. Matthieu
Attorney at Law
Oregonian Building
Portland, Oregon

Dear Sir:

This acknowledges your letter of February 1, inclosing affidavit of claim of the Collins Concrete & Steel Pipe Company, Portland, against Saxton, Looney and Risley, state highway contractors, which claim arises out of the performance of state highway contract No. 2088 for the construction of the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Multnomah County.

Responding to your request, I am forwarding to you under separate cover a certified copy of this contract and bond.

The affidavit does not state the amount of the claim. Will you kindly advise me relative thereto.

Very truly yours,

Secretary

HBG:AM

STEPHEN W. MATTHIEU
ATTORNEY AT LAW
OREGONIAN BUILDING
PORTLAND, OREGON

FEB 2 -

February 1, 1940

Oregon State Highway Commission
Salem, Oregon.

Gentlemen:

I am addressing you in response to your letter of January 22nd to Collins Concrete & Steel Pipe Company.

My client supplied material to Saxton, Looney & Risley on Conctract No. 2088, Washington County Line-Skyline Blvd., Section in Multnomah County, Oregon. A portion of the materials supplied have not been paid for.

In order that my client may protect himself as against the contractor's bond, I desire to secure a copy of both the bond and the contract covering this particular job. I herewith enclose the affidavit required by law in connection with my request.

Thanking you for your assistance in this matter, I am

Very truly yours,

Stephen W Matthieu

SWM:f
encl

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss
County of Multnomah)

I, Stephen W. Matthieu, being first duly sworn, depose and say: That I am attorney at law and Assistant Secretary of the Collins Concrete and Steel Pipe Company, an Oregon corporation.

That said company has an unpaid balance due from Saxton, Looney & Risley and their bondsmen for materials furnished in the performance of Contract No. 2088, Washington County Line-Skyline Blvd., Section in Multnomah County, Oregon.

This affidavit is made for the purpose of securing a copy of the contract covering this work and the bond furnished relative thereto, as provided by statute.

Stephen W Matthieu

Subscribed and sworn to before me this 1st day of February, 1940.

Ruth Fox
Notary Public for Oregon

(Seal)

My commission expires: 21 April 1942

FAS 7-A-1

#2088

January 22, 1940

Collins Concrete & Steel Pipe Company,
5841 N. Columbia Blvd.,
Portland, Oregon.

Attention: Mr. R. A. Collins.

Gentlemen:

In response to your inquiry of January 19th you are advised that the Saxton, Looney & Risley, Contract No. 2088, Washington County Line-Skyline Blvd., Section in Multnomah County, was completed September 12, 1939. This contract was accepted September 19, 1939. Final payment has been made to the contractors.

Very truly yours,

Secretary.

Dict. by J. McFarland.

"PERMANENT AS THE PYRAMIDS"
Pyramid
CONCRETE PRODUCTS
ESTABLISHED

J. J. COLLINS, PRESIDENT
UNIVERSITY 0605

Collins Concrete and Steel Pipe Co.
3841 N. COLUMBIA BOULEVARD
PORTLAND, OREGON

CONCRETE SEWER,
CULVERT AND IRRIGATION PIPE
CONCRETE METER BOXES
HIGHWAY GUARDRAIL POSTS
DRAINAGE TILE

CORRUGATED METAL CULVERT PIPE
GALVANIZED RANGE BOILERS
STEEL SEPTIC TANKS
ELECTRIC HOT WATER HEATERS
AIR CONDITIONING
(OIL BURNING) FURNACES

January 19th, 1940

Secretary State Board of Control,

Salem, Oregon.

ATTENTION: MR. GLAZIER

Gentlemen:

Will you kindly advise the date of completion and when acceptance was made of the Saxton, Looney & Risley contract, known as the Skyline Boulevard. Washington County Line Section of N. W. Thompson Road; also whether full payment was made to the Saxton, Looney company on this contract.

Very truly yours,

COLLINS CONCRETE AND STEEL PIPE CO.,

By R A Collins

RAC:L

Vice President.

REFERRED TO

FORM 5-S-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 6 - 19
STATE HIGHWAY COMMISSION

January 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Eng

Attention: H. G. Smith

Dear Sir:

Herewith additional notes by Lester Clinefelter covering stakes set for placing Federal Aid markers on the Washington County Line-Skyline Boulevard, St. Helens-Bachelor Flat, Dibble Ranch and Hillsboro-Airport Projects.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

41 1 7-A 1

C
O
P
Y

January 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

In compliance with your recent request, I have had Lester Clinefelter set stakes by which to set Federal Aid markers for the following projects:

(1)	WPSO 269-A to WPSO 276-A	8 Clackamas County Oiling Jobs
(2)	WPSO 293-A	Forest Grove-Balm Grove
(3)	FAS 24-A	Carver-Redland

Mr. Clinefelter's notes for the above are enclosed herewith.

I will also have him set stakes for St. Helens-Bachelor Flat, Thompson Road and Hillsboro-Airport.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

5

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAS 7-A (1)
Washington Co.Line-Skyline Blvd. section
N.W.Thompson Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. S. Caufield
Highway Engineer

Encls.

Appr. 36063

Form P. R. 2

State Oregon

Fed. Aid Secondary Project No. FAS 7-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 24th day of May, 1938, a project statement, which was approved by the Secretary on the 1st day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 16th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of twenty-one thousand, nine hundred twenty and 00/100 dollars ($ 21,920.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00, in the NW 1/4 of Section 25, and survey station 91+43.7, in the NW 1/4 of Section 26, at the Washington County line, all in T. 1 N., R. 1 W., W. M.

, length 1.730 miles, in Multnomah County, being Section A(1) of Oregon Fed. Aid Secondary project No. FAS 7, consisting of 1.730 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~miles in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of twenty-one thousand, nine hundred twenty and 00/100 dollars ($21,920.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-five thousand, nine hundred thirty-five and 00/100 dollars ($35,935.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and~~ November 9, 1921, out of funds which have been or will be made available therefor ~~by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921, by the County of Multnomah, pursuant to its agreement with the Highway Department dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of OCT 19 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tourtelle

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By ....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—8519

088

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary ~~P~~roject No. FAS 7-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 35,935.00 as the total estimated cost of said project, and the sum of $ 21,920.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 19 1938

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

RGM

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

#2088
3

RECEIVED
NOV 7 1938
FOR FILING

November 7, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2088, for the construction of the Washington County Line-Skyline Boulevard Section of N. W. Thompson County Road in Multnomah County, has been completed by the contractors, Saxton, Looney & Risley, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $32,558.90, including the final payment. Of this amount $86.00 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-5-1 500 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
OCT 26 1938
FOR FILING

RECEIVED
OCT 28 1938
STATE HIGHWAY COMMISSION

9200 S. E. McLoughlin
October 25, 1938

226-1028

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

NOTED
State Highway Engineer

Dear Sir:

On October 7th we sent in the final records for the Washington County Line-Skyline Boulevard Project, Contract No. 2088. In the letter explaining over-runs and under-runs, we included an over-run on Item 3 for "Excavation", which was slightly over the 10% allowance.

A final check of the computations for "Excavation" is being returned to Mr. McCallister today by Mr. Broadwell and the excavation quantities are reduced so that no explanation for an over-run is necessary.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
OCT 14 1938
FOR FILING

7aL7-a-1

#2088

October 14, 1938

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Saxton, Looney & Risley, on Contract No. 2088, Washington County Line-Skyline Boulevard Section of N. W. Thompson County Road in Multnomah County. This payment will be made on or after October 24, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

No. 8

RECEIVED
[illegible]
STATE HIGHWAY COMMISSION

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 7-A,(1) Thompson Road, was made by a representative of this office on September 13, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Form 238—5M—11-35

[illegible] 7-a-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 8, 1938

Section Wash. County Line- Skyline Blv'd

Kind of work Grading Surfacing & Oiling

Highway NW. Thompson County Road

Section prefix 226-1028

Contractor Saxton, Looney & Risley

Contract number 2088

Date of contract June 17, 1938

Date of completion September 30, 1938

Date work started June 20, 1938

Estimated date of completion September 12, 1938

Amount of contract $32,669.00

Per cent of time elapsed 83 %

Estimated cost of completed project, exclusive of engineering $32,650.09

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $1,944.80, 99 %

Date project was completed September 12, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed the semi-final estimate and delivered to Mr. Collier October 7, 1938

NOTED
H. N. HACKETT

NOTED
VAN SCOY

Signed

Address 1436 SW. Montgomery St. Portland

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	NTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.73	1.73		1.73	
Miles partially completed					
Miles completed	1.73	1.73		1.73	
Total estimated quantities	4,800 Cy	6,880 Cy		160 tons	
Estimated quantities moved or placed to date	5,438.8 Cy	6,748 "		148.65 tons	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull Dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Cloudy		
Monday	Showers		
Tuesday	Cloudy		
Wednesday	Rain		
Thursday	Clear		
Friday	"		
Saturday	"		

RECEIVED
OCT 8 1938
FOR FILING
7a & 7-a-1

October 4, 1938

Mr. George W. Buck
County Roadmaster of Multnomah County
Portland, Oregon

Dear Sir:

This is to advise that the Washington County Line-Skyline Boulevard Section of the Northwest Thompson Road, a Federal Aid Secondary Highway Project, 1.73 miles in length, has been completed and is being turned over to the county for maintenance, under the terms of an agreement executed by Multnomah County and the State Highway Commission on June 2, 1938. This agreement provides that the county shall make proper provision each year for the maintenance of the project, and that it shall be maintained in a manner satisfactory to the Secretary of Agriculture and the State Highway Department.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. E. A. Collier

FORM 5-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 193
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
30 1938
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

505 Weatherly Bldg.
September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

I noticed at the Commission meeting last night that when they were considering completed projects, one was omitted, namely, Contract 2088, Washington County Line-Skyline Boulevard, which was completed by Saxton, Looney & Risley on September 12th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 7-A (1),
Washington Co. Line-Skyline Boulevard,
N.W. Thompson Road.

September 13, 1938

RECEIVED
SEP 16 1938
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING
FAS 7-A-1

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Washington County Line-Skyline Boulevard Section, Project No. FAS 7-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 7-A (1)

WASHINGTON COUNTY LINE-SKYLINE BOULEVARD SECTION OF THE N. W. THOMPSON ROAD IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

All Required		Clearing and Grubbing		$ 1,500.00
550	cu. yds.	Trench Excavation	$ 1.00	550.00
4,800	cu. yds.	Excavation, Single Classification	0.45	2,160.00
1.73	miles	Finishing Roadbed & Slopes	250.00	432.50
8,800	lin. ft.	Rounding Outbanks	0.14	1,232.00
2,200	lin. ft.	8" Perforated Concrete Pipe	0.45	990.00
20	lin. ft.	12" Corrugated Iron Pipe	1.20	24.00
100	lin. ft.	12" Concrete Pipe	1.00	100.00
300	lin. ft.	18" Concrete Pipe	1.75	525.00
70	lin. ft.	Salvaging Culvert Pipe	0.75	52.50
400	cu. yds.	Rock Backfill in Drains	1.75	700.00
4,800	cu. yds.	3" - 1½" Material in Base	2.35	11,280.00
2,000	cu. yds.	3/4" - 0" Material in Base	2.35	4,700.00
150	M-Gals.	Sprinkling	2.00	300.00
1.73	miles	Preparation of Base	100.00	173.00
1,350	cu. yds.	Mineral Aggregate in Place	3.40	4,590.00
36	tons	Light Tar in Place	21.00	756.00
124	tons	Tar in Place	21.00	2,604.00
			Sub-total	$32,669
			10% Engr. & Cont.	3,266
			Total	$35,935

Length 1.730 miles
Cost per mile $20,771

FAS Funds Requested- $21,920
State Funds- 14,015

$35,935

State Funds for Construction: Chap. 175, Laws 1917; Chap. 71, Laws 1920
Funds for Maintenance: See agreement executed by County May 18, 1938 and by Highway Commission June 2, 1938

[illegible]

C
O
P
Y

August 16, 1938

Mr. E. A. Collier, Division Engineer
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

We are inclosing three copies each of sub-contracts between Saxton, Looney & Risley and Warren Northwest, Inc. covering the oiling on the Hillsboro-Airport Road Section of the Hillsboro-Cornelius Pass Highway and the Skyline Boulevard Section of the Northwest Thompson County Road. [illegible]

These sub-contracts meet the approval of this office and you may so advise the interested parties if they meet with your approval. We have kept one copy of each sub-contract for our record.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
H. G. Smith
Construction Engineer

Incl.
CEL:DU

cc to: R. H. Baldock

RECEIVED
JUL 29 1938
FOR FILING

4a J 7-a

July 28, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2088 awarded to you on June 17, 1938, for grading, surfacing and oiling the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Multnomah County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

P. S. This contract is being sent to Milwaukie. Please call for it at the express office there.

RECEIVED
JUN 21 1938
FOR FILING

June 20, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2088 which was awarded to you on June 17, 1938, by the State Highway Commission covering 1.73 miles grading, surfacing and oiling on the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Multnomah County. Inasmuch as there is not an express office at Oak Grove, we are sending them to the nearest office, namely Milwaukie, and request that you call for them there.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your recrods and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 17 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
DEC 9 1938
FOR FILING
Fad [illegible]

June 17, 1938

Saxton, Looney & Risley

Oak Grove, Oregon

Gentlemen:

Confirming our telephone conversation of this date with your Mr. Risley, please be advised that the State Highway Commission has today awarded you the contract for 1.73 miles grading, surfacing and oiling the Washington County Line-Skyline Boulevard Section of the Northwest Thompson County Road, in Multnomah County. This award was based on your low bid of $32,669.00 submitted on June 2, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

JMcF:AM

cc - Mr. S. H. Probert

Tel confirmed

RECEIVED
AUG 19 1938
FOR FILING
Fas 7-A

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 7-A, the Washington County Line-Skyline Blvd. section of the N.W. Thompson county road in Multnomah County, to Saxton, Looney & Risley, Oak Grove, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

7a & 7-B

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 265-B, FAS 279-A, FAS 8-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

Fas 7-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 15-A, FAS 7-A, WPGS 285-B, FAS 20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 263-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Copy for Mr. Nash

42X4

June 8, 1938

Mr. Oscar Cutler

OFFICE

Dear Sir:

I hand you herewith five copies of an agreement with Multnomah County for the maintenance of a portion of N. W. Thompson Road, FAS 7, which is being constructed by the state.

I have retained the original for the Commission's files.

Very truly yours,

Secretary

MC:HBL

RECEIVED
AUG 19 1938
FOR FILING
7-1-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 17 1938
OREGON
STATE HIGHWAY COMMISSION

May 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon project FAS 7, the Washington County Line-Skyline Blvd. section of the N. W. Thompson Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be deferred pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
12 1 7-a

May 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision pages 1 and 8 for the Washington County Line-Skyline Boulevard Section, Project No. FAS 7-A.

These pages have been revised by eliminating the specification permitting the use of crushed gravel in the base course.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 19 1938
FOR FILING

May 10, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Washington County Line-Skyline Boulevard Section, Project No. FAS 7-A.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 7-A

WASHINGTON COUNTY LINE-SKYLINE BLVD. SECTION OF THE N. W. THOMPSON ROAD IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 10, 1938

All Required		Clearing and Grubbing		$ 250.00
550	cu. yds.	Trench Excavation	$ 1.00	550.00
4,800	cu. yds.	Excavation, Single Classification	.50	2,400.00
1.73	miles	Finishing Roadbed and Slopes	200.00	346.00
8,800	lin. ft.	Rounding Cutbanks	.10	880.00
2,200	lin. ft.	8" Perforated Concrete Pipe	.60	1,320.00
20	lin. ft.	12" Corr. Iron Pipe	1.25	25.00
100	lin. ft.	12" Concrete Pipe	1.25	125.00
300	lin. ft.	18" Concrete Pipe	2.25	675.00
70	lin. ft.	Salvaging Culvert Pipe	.80	56.00
400	cu. yds.	Rock Backfill in Drains	2.50	1,000.00
4,800	cu. yds.	3" - 1½" Material in Base	2.50	12,000.00
2,000	cu. yds.	¾" - 0" Material in Base	2.50	5,000.00
150	M-Gal.	Sprinkling	2.00	300.00
1.73	miles	Preparation of Base	100.00	173.00
1,350	cu. yds.	Mineral Aggregate in Place	4.00	5,400.00
36	tons	Light Tar in Place	20.00	720.00
124	tons	Tar in Place	20.00	2,480.00
			Subtotal	$ 33,700
			10% Engr. & Cont.	3,370
			Total	$ 37,070

Length 1.730 miles
Cost per mile $21,427

FAS Funds Requested- -	$ 22,620
State Funds- -	14,450
	$ 37,070

STATE Oregon
PROJECT NO. FAS 7
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

See revised P.S.

(Date) May 7, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Washington County Line-Skyline Boulevard Sec., Thompson Road
2. Between a point on Washington-Multnomah County Line, NW¼ Sec. 26, T. 1 N., R. 1 W. and a point in NW¼ Sec. 25, T. 1 N., R. 1 W.
3. Between intermediate control points if used: ______ and ______

County of Multnomah

4. Length in miles (gross) 1.8 (net) 1.8
5. Preliminary estimate of cost: Total, $15,000; section of road to be first improved, $15,000, of which $______ is the estimated cost of "bridges" of more than 20 feet clear span.
6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: ______ (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County ______
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State or County (State or (and) county.), from the following sources: Chap. 175, laws 1917; Chap. 31, laws 1920 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by T. M. Davis, Highway Engineer, B.P.R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By Henry F Cabell
As Chairman
(Title of officer.)

By E B Aldrich
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

STATE Oregon

PROJECT NO. FAS 7
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 7, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Washington County Line-Skyline Boulevard Sec., Thompson Road
2. Between ~~control points or official description~~ a point on Washington-Multnomah County Line, NW¼ Sec. 26, T. 1 N., R. 1 W. and a point in NW¼ Sec. 25, T. 1 N., R. 1 W.
3. Between intermediate control points if used: ______ and ______

County of Multnomah

4. Length in miles (gross) 1.8 (net) 1.8
5. Preliminary estimate of cost: Total, $ 15,000; section of road to be first improved, $ 15,000,

of which $ ______ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: ______ (Amount.)

Current Income: Chap. 175, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(*b*) County ______
(Amount.) (Source; refer to statute.)

8—8073

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement: Route Report by T. M. Davis, Highway Engineer, B.P.R.

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

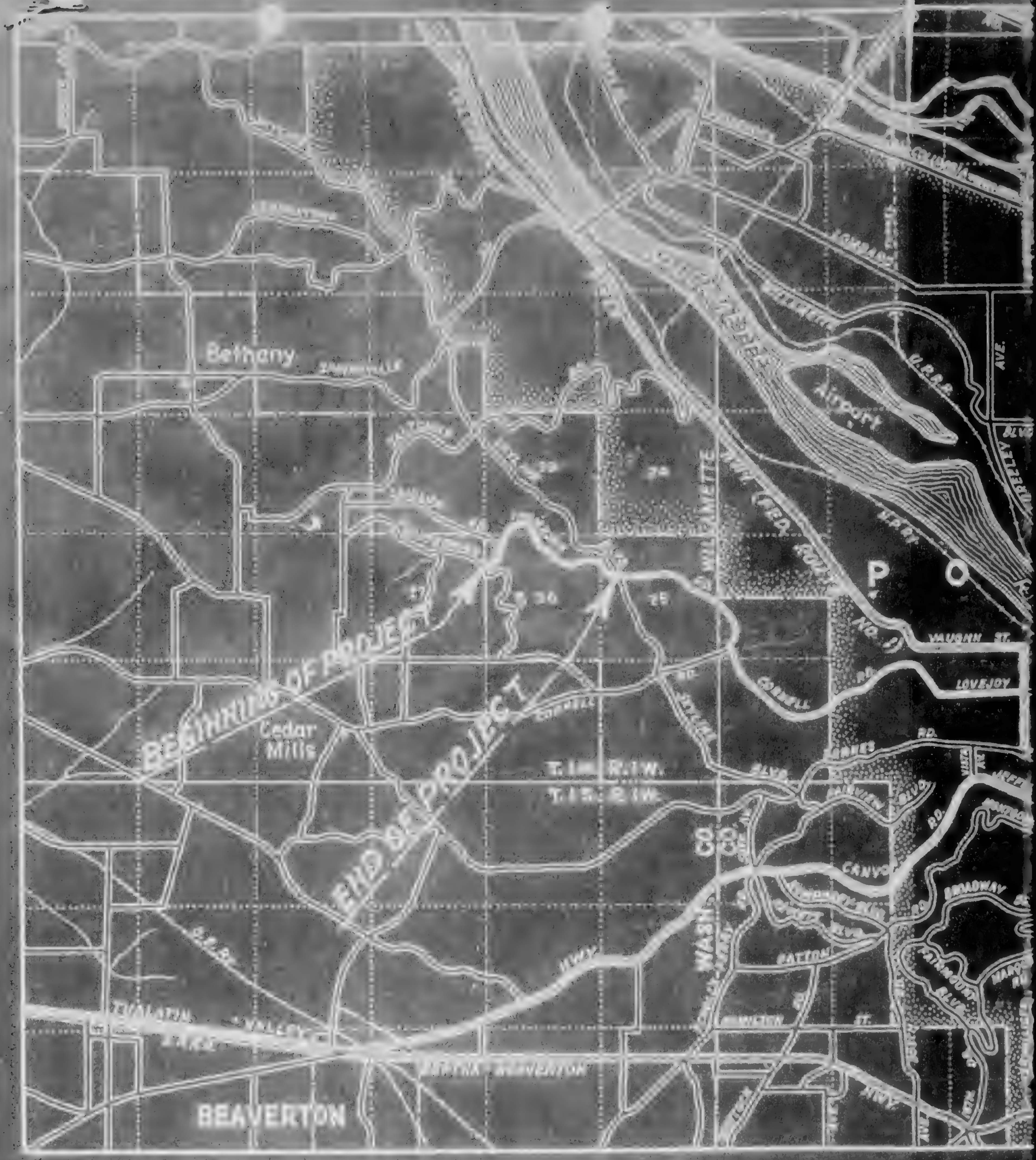
OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

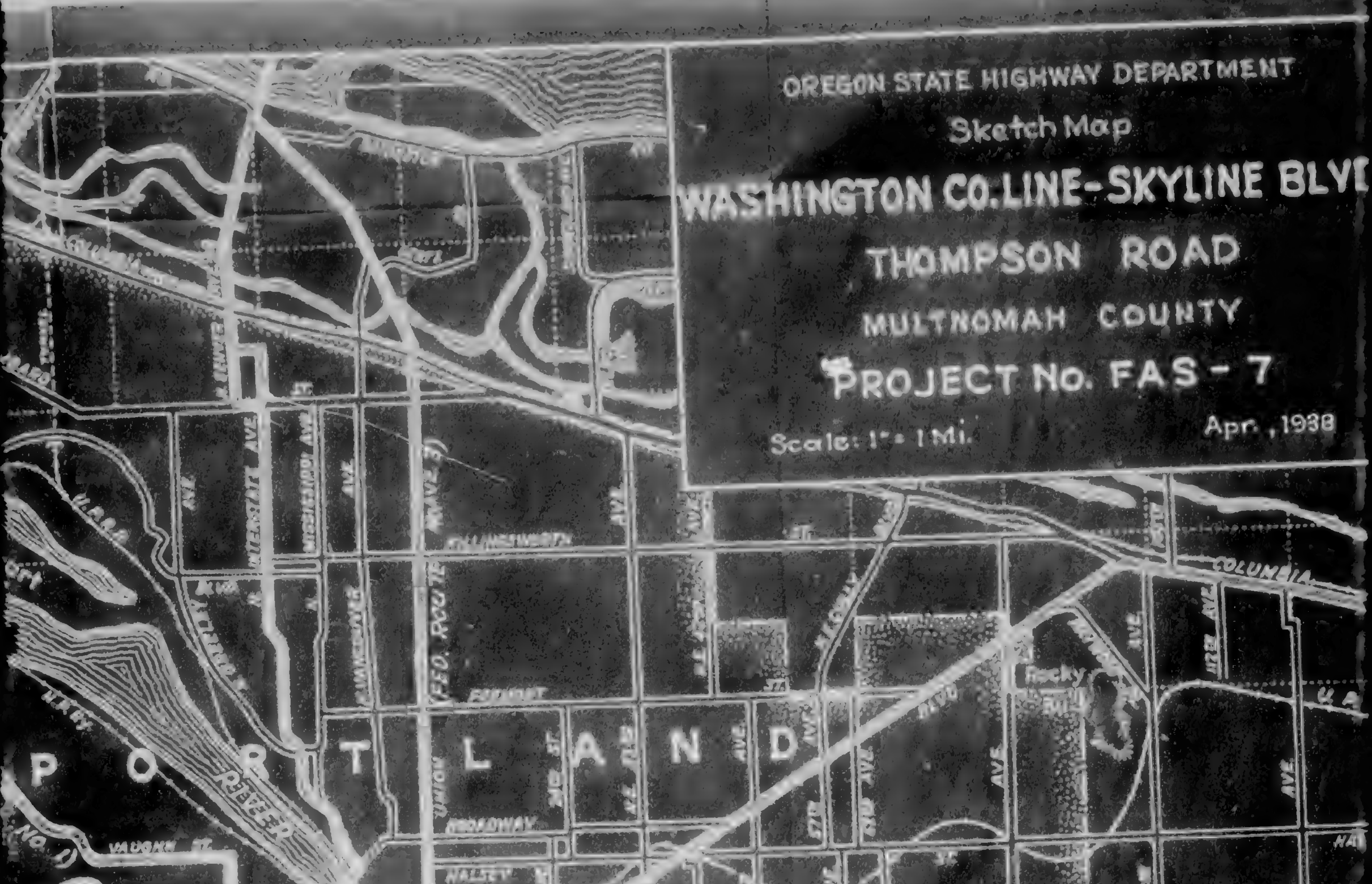
By Henry L. Corbett
As Chairman
(Title of officer.)

By E B Aldrich
As Commissioner
(Title of officer.)

By
As Commissioner
(Title of officer.)

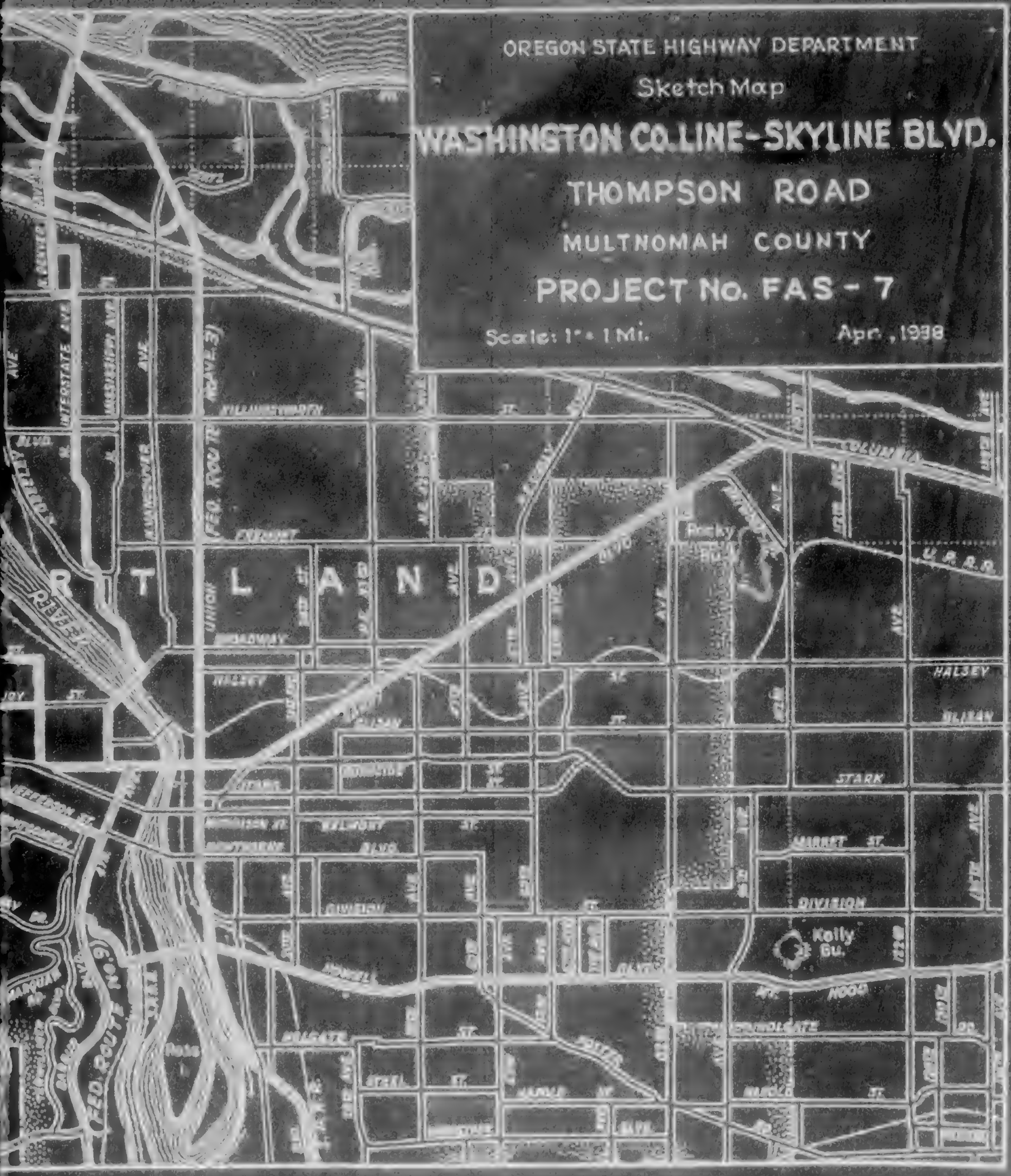
GOVERNMENT PRINTING OFFICE 8—5073


Bethany
Cedar Mills
BEGINNING OF PROJECT 7
END OF PROJECT 7
T.1N. R.1W.
T.1S. R.1W.
WASH. CO.
MULT. CO.
BEAVERTON
TUALATIN VALLEY HWY.
S.P.R.R.
HWY.
Airport
U.P.R.R.
S.P.R.R.
AVE.
BLVD.
P O
No. 1
VAUGHN ST.
LOVEJOY
CORNELL RD.
RD.
BLVD.
FAIRVIEW BLVD.
CANYON
BROADWAY
PATTON
FAIRMOUNT BLVD.
ST.
HWY.
SKYLINE
WILLAMETTE



OREGON STATE HIGHWAY DEPARTMENT
Sketch Map
WASHINGTON CO. LINE-SKYLINE BLV
THOMPSON ROAD
MULTNOMAH COUNTY
PROJECT No. FAS-7
Scale: 1"= 1 Mi.
Apr., 1938

PORTLAND
RIVER
COLUMBIA
KILLINGSWORTH
FREMONT
FED. ROUTE
BROADWAY
HALSEY
VAUGHN ST.
LOVEJOY
STARK
MARKET ST.
MORRISON ST.
HAWTHORNE
BLVD.
DIVISION
POWELL
MT. HOOD
HOLGATE
FOSTER
Rocky Butte
Kelly Bu.
Ross Is.
FED. ROUTE No. 9
BROADWAY DR.
CANYON
HWY.



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

WASHINGTON CO. LINE-SKYLINE BLVD.

THOMPSON ROAD

MULTNOMAH COUNTY

PROJECT No. FAS - 7

Scale: 1" = 1 Mi. Apr., 1938

RTLAND
INTERSTATE AVE.
KILLINGSWORTH
UNION AVE. (FED. ROUTE No. 3)
FREMONT
BROADWAY
HALSEY
GLISAN
STARK
BELMONT
HAWTHORNE
DIVISION
POWELL
HOLGATE
MARKET ST.
COLUMBIA
U.P.R.R.
Rocky Bu.
Kelly Bu.
MT. HOOD
FOSTER
(FED. ROUTE No. 9)
Ross I.

FORM 8-A-4 [illegible] 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 25th, 1938

FAS 7-A

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
Highway Engineer

Dear Sir:

In regard to the specifications on the Thompson Road project.

The Department discontinued attempting to key such fine material as you specified for this job as it invariably leads to the incorporation of too much filler. I am, therefore, changing your specifications to consist of 2 courses of 3½" - 2" rock instead of the courses of finer rock which you had specified.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

CONTRACT# [redacted] 2089

FAS 12-A (1) Roberts-Orville Section, Halls
2029 Ferry County Road

R H BALDOCK

RECEIVED

FAS 12-A-1

COST ANALYSIS-FINAL REPORT

Halls Ferry County Road, Roberts-Orville Section, Surfacing &
Oiling Contract No. 2089, Prefix No. 224-1014
McNutt Bros., Contractors
Hedda Swart, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3"-0" Mat'l in Surfacing	$2,636.59	4,231 cu. yd.	0.623	0.70	$2,961.70
1"-0" " " "	3,408.33	2,562 " "	1.33	1.20	3,074.40
Filler	310.89	704 " "	0.441	0.25	176.00
Hauling Filler	481.33	2,530 yd. mi.	0.19	0.15	379.50
Sprinkling	455.65	415.5 M-Gal.	1.096	1.50	623.25
Preparation of Base	360.46	3.33 Mi.	108.25	100.00	333.00
Mineral Agg. in Place	2,736.53	1,168 cu. yd.	2.34	1.70	1,985.60
RC 2 Asphalt in Binder Course	1,348.13	59.49 Tons	22.66	24.00	1,427.76
SC 6 Road Oil in Place	2,814.44	103.48 "	27.20	22.00	2,276.56
	$14,552.35				$13,237.77

Total Cost	$14,552.35
Gross Revenue	13,237.77
Net Loss	$1,314.58

Net Loss Equals 9.9% of Gross Revenue

Contract 2089

Detail of Cost

Labor:			
Supervision		$540.55	
Labor		2,681.18	
State Industrial Accident Insurance		217.66	
Unemployment Insurance		64.44	
Social Security		32.22	
			$3,536.05
Material:			
Pit Run 3"-0" Gravel (Royalty)	4,231 cu. yd. at 0.06	$253.86	
Cr. Gravel 1"-0" Loaded in Trucks	2,562 " " " 0.70	1,793.40	
Mineral Aggregate in Stockpile	1,168 " " " 0.90	1,051.20	
RC 2 Cutback Including Freight	54.49 tons at 11.70	696.03	
SC 6 Road Oil Including Freight	103.48 " " 15.90	1,645.33	
			5,439.82
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		$3,175.00	
Gas, Oil and Grease		1,251.40	
Fuel Oil for Boiler & Retort		91.60	
Freight and Cartage Moving In and Out		475.00	
Misc. Supplies		185.60	
Bond		132.38	
General Overhead		265.50	
			5,576.48
	Total Cost		$14,552.35

Contract 2089

REMARKS:

This contract was bid June 2nd, 1938 and was awarded June 17th. Work was started July 23rd and was completed September 3rd, 1938.

The 3" - 0" pit run gravel was dug on the east bank of the Willamette River opposite Independence with a ½-yard shovel and was hauled about 4½ miles in light trucks. The contractor averaged 605 cubic yards per day (13-1/3 hours) and finished the 3" - 0" surfacing in 7 days.

The crushed gravel 1" - 0" was crushed by Hill of Independence who set up a small plant on the east side of the river. Hill crushed and stockpiled the 1" - 0" and then loaded it into the contractors' trucks for $0.70 per cubic yard.

The mineral aggregate was also furnished by Hill of Independence for $0.90 per cubic yard in stockpile about ½ mile west of the west end of the project.

A 4" pump powered with a Ford V8 motor was set up on the river about the center of the job. The water used for sprinkling was hauled in a 1,500 gallon tank mounted on a Ford V8 truck.

The contractor purchased and leased oiling equipment, hired an oiling superintendent and did the oiling. There were several days' delay while waiting for oil and waiting to put on final seal which increased the cost of the oiling.

This contract was bid too low, and although the contractor operated quite efficiently and purchased materials at very low prices, the job shows a loss.

E. H. Clymer
Cost Analyst

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

Stencil No. 9.

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 12-A(1), Roberts-Orville section ____________________, was made by a representative of this office on October 24, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

October 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon Federal Aid Secondary project FAS 12-A (1), the Roberts-Orville section of Halls Ferry Road, and to your letter of May 18, 1938, which states that reflectorized grade crossing signs will be placed as required by the Regulations.

General Administrative Memorandum No. 7 dated May 10, 1937, requires that definite provision be made for appropriate safety devices to be installed concurrently with the highway improvement, and be in operation prior to the completion of the Federal Aid improvement.

An inspection of the above project made September 15 shows all Federal Aid work completed but the reflectorized signs not installed. It is requested that this, together with the signs at the narrow bridges requested in our letter of September 23, 1938, be completed as early as possible in order that the project may be finalled.

In this connection we have received a request from our Washington Office that on all projects of a similar character to the above, they be furnished with a copy of a letter from your Department indicating that the State Highway Department and this office have arrived at an agreement as to type of protective devices required at the particular crossing affected by the improvement, with the type of protection to be installed and a definite commitment by your Department that these devices are either in place or will be installed concurrently with the highway improvement and be in operation prior to the completion of the Federal Aid improvement.

Nash
[illegible]

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
OCT 29 1938
FOR FILING
Fa X 12-a

October 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are informed by our signing department that reflectorized "narrow bridge" signs are now in place at the site of the narrow bridge at the south end of the Roberts-Orville Section of the Hall's Ferry County Road (Project FAS 12-A (1)).

Our letter of October 21st advises of the installation of the reflectorized signs required at the grade crossing on that project.

The completion of these installations will, we assume, enable you to complete your final report for the Roberts-Orville Project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

October 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Ans'd. Oct. 28
[illegible]

Reference is made to Oregon Federal Aid Secondary project FAS 12-A (1), the Roberts-Orville section of Halls Ferry Road, and to your letter of May 18, 1938, which states that reflectorized grade crossing signs will be placed as required by the Regulations.

General Administrative Memorandum No. 7 dated May 10, 1937, requires that definite provision be made for appropriate safety devices to be installed concurrently with the highway improvement, and be in operation prior to the completion of the Federal Aid improvement.

An inspection of the above project made September 15 shows all Federal Aid work completed but the reflectorized signs not installed. It is requested that this, together with the signs at the narrow bridges requested in our letter of September 23, 1938, be completed as early as possible in order that the project may be finalled.

In this connection we have received a request from our Washington Office that on all projects of a similar character to the above, they be furnished with a copy of a letter from your Department indicating that the State Highway Department and this office have arrived at an agreement as to type of protective devices required at the particular crossing affected by the improvement, with the type of protection to be installed and a definite commitment by your Department that these devices are either in place or will be installed concurrently with the highway improvement and be in operation prior to the completion of the Federal Aid improvement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

10M 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 25, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
Office

Dear Sir:

Mr. Hugh Stoddard of the Bureau of Public Roads called yesterday morning and requested that we install narrow bridge signs on the Halls Ferry road.

He requested that the work be done this week if possible and that his office be notified in order that the money might be released this month.

The signs were placed yesterday and the order covering the work is hereto attached.

Very truly yours,

W O Widdows
W. O. Widdows
Asst. Maint. Engineer

WOW:mt

S

RECEIVED
1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 12-A (1)
Roberts-Oroville Sec.
Halls-Ferry Road

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Encls.

Jon

A4pn 36006

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 12-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 24th day of May, 1938, a project statement, which was approved by the Secretary on the 10th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 18th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of nine thousand, two hundred seventy and 00/100 dollars ($9,270.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 173, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+00, in the SE 1/4, Sec. 6, T. 8 S., R. 3 W., W. M., and survey station 180+00 in the SW 1/4 of Section 14, T. 8 S., R. 4 W., W. M.

, length 3.333 miles, in Marion County, being Section A(1) of Oregon Fed. Aid Secondary project No. FAS 12, consisting of 3.333 miles of roadway and no bridges, e~~ach~~ of more than 20 feet clear span, ~~miles in length~~

tpn-7

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of nine thousand, two hundred seventyand 00/100 dollars ($9,270.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, one hundred eighty-five and 00/100 dollars ($15,185.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and~~ November 9, 1921, out of funds which have been or will be made available therefor ~~by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Marion, pursuant to its agreement with the Highway Department dated June 2, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

tph

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 17 1938, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By ______

______
(Title of officer)

By ______

______
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 13-A(1), State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,185.00 as the total estimated cost of said project, and the sum of $ 9,270.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 17 1938 one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

#2059

RECEIVED
OCT 7 1938
FOR FILING

October 7, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2089, for the construction of the Roberts-Orville Section of the Halls Ferry County Road in Marion County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after October 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,220.27, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

Fas 12-a-1

September 23, 1938

RECEIVED
SEP 24 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Secondary Federal Aid Project FAS 12-A (1), Roberts-Orville Section of the Halls Ferry Road in Marion County, for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Approval is subject to the condition that reflectorized signs, warning traffic of the restricted width, should be placed concurrently with this improvement at the two existing timber bridges which have a clear roadway width of only 17-1/2 feet though the oiled roadway approaches will be 18 feet.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
OCT 8 1938
FOR FILING
FAX 12-[illegible]

October 4, 1938

Hon. County Court of Marion County
Salem, Oregon

Gentlemen:

This is to advise that the Roberts-Orville Section of the Halls Ferry Road, 3.33 miles in length, a Federal Aid Secondary Highway Project, has been completed by the contractor and is being turned over to the county for maintenance, under the terms of an agreement executed by the County Court of Marion County and the State Highway Commission June 2, 1938. This agreement provides that the county shall make proper provisions each year for the maintenance of the project, and that it shall be maintained in a manner satisfactory to the State Highway Department and the Secretary of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. F. D. Eason

#2089

RECEIVED
SEP 23 1938
FOR FILING

[illegible] 12-A-1

September 22, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 2089, Roberts-Orville Section of the Halls Ferry County Road in Marion County. This payment will be made on or after October 1, 1938.

m Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form [illegible]—[illegible]—10-37

FAS 12-A(1)

EGON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FINAL REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
SEP 19 1938
OF
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending September 17, 1938

Section Roberts-Orville

Kind of work Surfacing & Oiling

Highway Halls Ferry County Road

Section prefix 224-1014; F.A.S. 12-A (1).

Contractor Mc Nutt Bros.

Contract number 2089

Date of contract June 17, 1938

Date of completion September 15, 1938

Date work started July 23, 1938

Estimated date of completion , 193

Amount of contract $ 13,805.00

Per cent of time elapsed 100.0 %

Estimated cost of completed project, exclusive of engineering $ 13,272.97

Per cent of contract completed, based on total contract price 100.0 %

Engineering cost to date, $755.03, 5.70 %

Date project was completed September 2, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate for this contract was submitted to the Division Office on September 15th.

Rex Bissell, Street Inspector, was transfered to Mr. E. M. Booth on Tuesday September 13th.

NOTED

Signed

Address Salem, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 19 1938
FILING

September 16, 1938

IN REPLY PLEASE REFER TO FILE NO.
224-1014

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith four copies of the semi-final estimate, three copies of the quantity summary sheet and two copies of the engineer's explanation of overruns and underruns, together with the following supporting data for the Roberts-Orville Section of the Halls Ferry County Road, contract No. 2089:

Profile (corrected)
Hard Copy Map (corrected)
Set of 5 Oil Invoices
Tabulation of Material Receipt Books
Tabulation of Filler Haul
23 Material Receipt Books
1 Book of Preliminary Transit, Level and Topography Notes
Filler Haul

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock
J. W. McCallister

FORM 5-A-1 10M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 14, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

224-1014

RECEIVED
SEP 15 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Mr. F. D. Mason,
Division Engineer,
Oregon State Highway Dep't.,
Salem, Oregon.

Dear Sir:

Herewith is my explanation for over-runs and/or under-runs of Semi Final Estimate quantities on the Roberts-Orville Section of the Halls Ferry County Road, in Marion County; Contract No. 2089; Project No. 224-1014.

3"-0" Materials in Surfacing: Under-run, as there was a good sub-base on the grade before surfacing was started and therefore as heavy a spread of base course surfacing was not required as estimated on the preliminary estimate.

1"-0" Materials in Surfacing: Under-run, for the same reason as given for the above item.

Filler: Over-run, because materials used for surfacing was a clean river gravel that did not contain natural filler. Additional filler was spread to secure a satisfactory job that was properly set up as a sub-base for the oiling work.

Hauling Filler: Over-run, due to the necessity of using more filler material and longer haul than estimated. In the preliminary estimate an average haul of one mile was used, while the actual average haul on the contract was approximately 3.4 miles.

Sprinkling: Over-run was caused by the extremely dry conditions encountered while surfacing work was in progress and also because of the necessity of using more filler material to secure a well stabalized roadbed.

Very truly yours,

H S Swart

H. S. Swart,
Res. Constr. Eng'r.

HS/KS

RECEIVED
AUG 19 1938
FOR FILING

[illegible]

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Roberts-Orville Section, Project No. FAS 12-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 12-A(1)

ROBERTS-[illegible] SECTION OF THE
HALLS FERRY ROAD IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

5,000	cu. yds.	3" - 0" Material in Surfacing	$ 0.70	$ 3,500.00
3,200	cu. yds.	1" - 0" Material in Surfacing	1.20	3,840.00
400	cu. yds.	Filler	0.25	100.00
400	yd. mi.	Hauling Filler	0.15	60.00
50	M-gal.	Sprinkling	1.50	75.00
3.33	miles	Preparation of Base	100.00	333.00
1,250	cu. yds.	Mineral Aggregate in Place	1.70	2,125.00
60	tons	RC-2 Asphalt in Binder Course	24.00	1,440.00
106	tons	SC-6 Road Oil in Place	22.00	2,332.00
		Subtotal		$ 13,805
		10% Engr. & Cont.		1,380
		Total		$ 15,185

Length	3.333 miles
Cost per mile	$ 4,555

FAS Funds Requested	$ 9,270
State Funds	5,915
	$ 15,185

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920

Funds for Maintenance: See agreement executed by County May 18, 1938 and by
Highway Commission June 2, 1938

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 12-A-1

ROBERTS-ORVILLE SECTION OF THE HALLS FERRY ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 16, 1938

5,000	cu. yds.	3" - 0" Material in Surfacing	$ 1.00	$ 5,000.00
3,200	cu. yds.	1" - 0" Material in Surfacing	1.50	4,800.00
400	cu. yds.	Filler	0.40	160.00
400	yd. mi.	Hauling Filler	0.15	60.00
50	M-Gal.	Sprinkling	1.50	75.00
3.33	miles	Preparation of Base	100.00	333.00
1,250	cu. yds.	Mineral Aggregate in Place	2.75	3,437.50
60	tons	RC-2 Asphalt in Binder Course	25.00	Alternate
106	tons	SC-6 Road Oil in Place	25.00	"
70	tons	Light Tar in Binder Course	20.00	1,400.00
126	tons	Tar in Place	20.00	2,520.00
			Subtotal	$ 17,785
			10% Engr. & Cont.	1,778
			Total	$ 19,563

Length 3.333 miles
Cost per mile $ 5,869

FAS Funds Requested- -	$ 11,940
State Funds- -	7,623
	$ 19,563

RECEIVED
JUL 13 1938
FOR FILING

4a x 12-a

July 12, 1938

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2089 which was awarded to you on June 17, 1938, for surfacing and oiling the Roberts-Orville Section of the Halls Ferry County Road, in Marion County.

This copy is for your records and files.

Very truly yours,

Secretary

HBG:AM

RECEIVED
JUN 21 1938
FOR FILING

[illegible]

June 20, 1938

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2089 which was awarded to you on June 17, 1938, by the State Highway Commission covering 3.33 miles surfacing and oiling on the Roberts-Orville Section of the Halls Ferry County Road, in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 11 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

(7a)

RECEIVED
DEC 9 1938
FOR FILING
FA & 12-11-1

June 17, 1938

McNutt Brothers
35½ East Broadway
Eugene, Oregon

Gentlemen:

This is to advise you that the State Highway Commission has today awarded you the contract for 3.33 miles surfacing and oiling on the Roberts-Orville Section of the Halls Ferry County Road, in Marion County. The award was based on your low bid of $13,805.00, using road oil, submitted on June 2, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

JMcF:AM

cc - Mr. S. H. Probert

M

SERVICE DESIRED	
	CABLE
TEL	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 17 1938

MCNUTT BROS.
351½ EAST BROADWAY
EUGENE OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR SURFACING AND OILING ROBERTS-ORVILLE SECTION OF HALLS FERRY COUNTY ROAD IN MARION COUNTY BASED ON YOUR LOW BID, USING OIL, SUBMITTED JUNE 2, 1938

STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

FAS 12-A

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 263-B, FAS 279-A, FAS 8-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

Fa ✓ 12-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 263-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

copy for Mr. Nash

RECEIVED
JUN 9 1938
FOR FILING

12-a

May 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This is to advise you that the State Highway Commission will make arrangements for the installation of reflectorized grade crossing warning signs at the grade crossing at Station 9+83 of the Roberts-Orville Project (FAS 12-A), as required by the regulations of your Bureau.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Widdows notified
on June 4th

RECEIVED
AUG 19 1938
FOR FILING
9-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon FAS 12-A (1), the Roberts-Orville section of the Halls Ferry Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

J. M. Devers
Oscar Cutler

RECEIVED
AUG 19 1938
FOR FILING
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Secondary project FAS 12-A, the Roberts-Orville section of the Halls Ferry County Road in Marion County, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

J. M. Devers
Oscar Cutler

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

April 4, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

FAS 12-A

Mr. Henry M. Hansen,
Portland Bulletin,
217 Davis Building,
Portland, Oregon.

NOTED
State Highway Engineer

Dear Sir:

This letter is to verify the facts stated to you yesterday concerning the proposed improvement of the Roberts Station-Independence county road with 1938 secondary Federal Aid funds, already approved by representatives of the Bureau of Public Roads and agreed to by the County Court of Marion County.

The State will contract with this Federal Aid money the resurfacing and oiling of the section of this road from Roberts Station to a point approximately four miles south thereof on the alignment and grade of the present road. The County will widen the roadbed to the required minimum width, do such clearing, sloping and drainage work as may be necessary and requisite for this improvement and as determined by the State engineers. The County will provide a minimum of 60-foot right of way and such additional right of way or easements as may be necessary for slopes beyond the 60-foot right of way.

The engineering work is being handled by the State Highway Department, which includes the establishment of the center line, slope staking and drainage survey work. The County makes its own arrangements for the additional right of way needed and conducts the grading operations under County foremen and with the use of W.P.A. labor.

I am asking the County Court to get in touch with you immediately and make satisfactory arrangements for such additional right of way as may be needed from your property as well as other properties along this section.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
County Court
J. M. Devers
Oscar Cutler

124-G

March 21, 1938

Mr. J. M. Devers, Attorney
Oregon State Highway Commission
Office

Dear Sir:

The State Highway Commission designated a section of the Salem-Independence Ferry road, as a project eligible to receive federal aid secondary and feeder road money which is provided by the Federal Act for 1938 and 1939.

Marion County offers to do certain work in connection with this project, and there should, therefore, be an agreement prepared, to be executed by the Marion County Court and the State Highway Commission, setting forth as follows: The name of the road - Salem-Independence; section to be, beginning at the end of the bituminous pavement near Livesley Station at engineer's station 0+00 and extending southeasterly via the present county road to engineer's station 211+20, which point is approximately one mile north of Orville, a station on the Oregon Electric Railroad.

The things to be done by the county are to grade the roadbed to a width of 26 feet, using WPA labor, county labor, and county equipment, and the work to be performed to the satisfaction of the Bureau of Public Roads and the State Highway Engineer. The county also is to provide a 60-foot right of way and to maintain the section, after it has been completed by the contractor, in a manner satisfactory to the Bureau of Public Roads and the State Highway Engineer.

After the grading work has been performed by the county, the State Highway Commission is to let a contract for surfacing and oiling the project, the approximate cost to the state being $23,000.00; the approximate cost to the county being $15,000.00.

Will you please prepare an agreement along the lines enumerated above as soon as convenient, as the county has already started its part of the work.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

CONTRACT #2090

FAS 23-A (1) Enterprise-Scotch Creek Sec.,
2090 Hurricane Creek County Rd.

A. H. Babcock

August 1, 1939

FAS 23-A-1

COST ANALYSIS-FINAL REPORT

Hurricane Creek County Road
Enterprise-Scotch Creek Section
Prefix 232-1006, Contract 2090.
Rogers Construction Co., Contractors
N. A. Toole, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$100.00	100%			$300.00
Trench Excavation	78.57	87.3 C.Y.	0.90	1.00	87.30
Excavation, Single Class	693.95	1,982.7 C.Y.	0.35	0.40	793.08
Special Borrow	2,167.03	7,743.5 C.Y.	0.28	0.30	2,323.05
Hauling "	1,322.09	12,019 Yd. Mi.	0.11	0.10	1,201.90
Overhaul	9.20	184 Yd. Sta.	0.05	0.05	9.20
Finishing Roadbed & Slopes	510.00	3.4 Miles	150.00	182.00	618.80
18" Corr. Iron Pipe	30.00	12 Lin. Ft.	2.50	4.00	48.00
24" " " "	30.00	10 " "	3.00	6.00	60.00
12" Concrete Pipe	273.60	288 " "	0.95	1.75	504.00
30" " "	64.00	16 " "	4.00	5.00	80.00
Salv. Culvert Pipe	10.00	10 " "	1.00	1.00	10.00
Selected Roadbed Topping	2,431.24	8,688 C.Y.	0.28	0.30	2,606.40
Hauling " "	1,283.68	11,669.8 Yd. Mi.	0.11	0.10	1.166.98
Crushed Gravel Surfacing	2,826.00	2,355 C.Y.	1.20	1.00	2,355.00
Sprinkling	316.50	211 M-Gal.	1.50	2.00	422.00
Preperation of Base	342.00	3.42 Miles	100.00	150.00	513.00
Mineral Aggr. in Place	4,122.80	1,874 C.Y.	2.20	2.00	3,748.00
SC-6 Road Oil in Place	4,432.69	142.99 Tons	31.00	28.00	4,003.72
Emulsified Asph. in Place	1,242.17	40.07 Tons	31.00	27.00	1,081.89
3/4"-½" Cr. Gravel in S.P.	469.26	347.6 C.Y.	1.35	1.30	451.88
½"-¼" " " " "	487.89	361.4 C.Y.	1.35	1.30	469.82
¼"-0" " " " "	135.00	100 C.Y.	1.35	1.00	100.00
P.A. #1 Install. 18" Cor.Iron Pipe	15.50	62 Lin. Ft.	0.25	0.25	15.50

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
P.A. #1 Install. 15"Cor.Iron Pipe	$5.00	20 Lin Ft.	0.25	0.25	$5.00
P.A. #2 Inst. 4" Perf. Cor. Iron Pipe	5.00	50. Lin. Ft.	0.10	0.10	5.00
P.A. #2, Cr Rock in Backfill	4.38	3.5 C.Y.	1.25	1.25	4.38
P.A. #3, Furn & Inst. 3/4" Water Pipe	7.65	17 Lin. Ft.	0.45	0.45	7.65
P.A. #4 Haul Pit Run Gravel	390.72	3,005.5 Yd. Mi.	0.13	0.13	390.72
P.A. #5 Furn. & Inst. 15" Cor Iron Pipe	24.50	14 Lin. Ft.	1.75	1.75	24.50
P. A. #6 Haul Pit Run Gravel	120.00	1.200 Yd. Mi.	0.10	0.10	120.00
Screen Rejections	44.50	178 C.Y.	[illegible]	0.25	44.50
Haul Screen Rejections	4.27	42.7 Yd. Mi.	0.10	0.10	4.27
Deduction - Engr. Charges					- 233.61
	$23,999.19		[illegible]		$23,341.93

Total Cost	$23,999.19
Gross Revenue	23,341.93
Net Loss	$657.26

Net Loss Equals 2.8% of Gross Revenue

Detail of Cost

Labor:

Supervision	$685.60	
Labor	7,514.49	
State Industrial Accident Insurace	385.09	
Social Security & Unemployment Insurance	328.00	
		$8,913.18

Materials:

12" Concrete Pipe	288	Lin Ft. at	0.65	$187.20	
30" " "	16	" " "	2.95	47.20	
15" Corr. Iron Pipe	14	" " "	1.05	14.70	
15" " " " Bands	2	each at	1.45	2.90	
18" " " "	12	Lin Ft. at	1.18	14.16	
18" " " " Bands	2	each at	1.78	3.56	
24" " " "	10	Lin Ft. at	1.88	18.80	
24" " " " Bands	1	each at	2.22	2.22	
S.C.-6 Road Oil	142.99	Tons			
Emulsified Asphalt	40.07	Tons			
Freight on Oil				3,278.90	
					$3,569.64

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$5,670.00	
Rented Equipment	1,303.92	
Hired Trucks	480.34	
Gas, Oil & Grease	2,923.22	
Lumber	121.64	
Small Tools, Supplies, Repairs & Misc.	431.02	
Overhead Expense	119.39	
Bond (1% of Gross Revenue)	233.42	
Home Office Expense (1% of Gross Revenue	233.42	
		11,516.37
		$23,999.19

Remarks:

This contract consisted of the grading surfacing & oiling of 3.40 miles of roadway. It was awarded June 20th, 1938; work was started July 22nd, and finished October 19th.

For the roadbed excavation, which consisted mostly of humps in the old road, the contractor used a cat and scraper.

The topping and special borrow material was excavated and moved with shovels and trucks. The pits were streaked with mud pockets and were partly under water. This made conditions none too favorable for economical operation.

The crushing plant consisted of 2 crushers (13" Telesmith gyratory & 3' Symons cone), 2 screens (a shaker scalping screen and a 4'x 8', triple deck vibratory), and a 120 H.P. diesel engine.

The pit where the plant was set up did not come up to expectations. It was spotted with mud pockets and the material was shallow in depth. It had been contemplated that a small cat and scraper would be used to feed the plant. This, however, proved inadequate and was replaced by a shovel and trucks. To secure the required quantities the contractor had to dig gravel along the creek channel downstream from the pit, and when this also proved insufficient, additional material was brought in from outside sources.

The contractor had contacted Glen Felix to do the oiling work, but this party failed to make appearance at the scheduled time. Since it was getting late in the season, the contractor was forced to rent equipment and apply the oil.

This contract was fairly well maanaged, but was bid quite low. However, had the contractor been more prompt in moving on the job, he would have had more favorable weather conditions, expecially so for the oiling, and also would have finished on time, thereby obviating charges for extra engineering.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

FORM [illegible]

COMMISSIONERS,
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION

March 6, 1939

IN REPLY PLEASE
REFER TO FILE NO.

7

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith two copies of Resident Engineer N. A. Toole's explanation of overruns and Underruns on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County. This is as requested in your letter of February 27.

Very truly yours

W. C. WILLIAMS
Division Engineer

WC:MA
enc.

cc R. H. Baldock

NOTED
State Highway Engineer

FORM 2-A-1 5M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER,
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 27, 1939.

NOTED
Highway Engineer

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Will you please send us two copies of engineer's explanation for over-runs and under-runs on the Enterprise-Scott's Creek Section of the Enterprise-Joseph County Road, as we have apparently lost the copy which was sent in with the final records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM 2-A-1 6M 2-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 27, 1939.

NOTED
Highway Engineer

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Will you please send us two copies of engineer's explanation for over-runs and under-runs on the Enterprise-Scott's Creek Section of the Enterprise-Joseph County Road, as we have apparently lost the copy which was sent in with the final records.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H

CC to
R.H.Baldock

FORM S-M-1 2M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
JAN 28 1939
FOR FILING

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

January 26, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Reference is made to your letter relative to Bureau of Public Road's objection to approval of price agreements No. 6 and No. 4 on the Enterprise-Scotch Creek Section of the Hurricane Creek Road in Wallowa County:

Price agreement No. 6 provided for payment of haul in the amount of 10¢ per cubic yard for 1200 cubic yards of material secured from the pit removed from the one designated. On this project extreme difficulty was encountered in the obtaining of sufficient amount of suitable gravel materials. Due to a large amount of unsatisfactory material in the designated pits, it was not possible to secure sufficient amount for the project. Other pits were secured and the contractor was allowed additional haul by reason of their being farther removed than the pits designated. There is no question as to this allowance on the gravel topping quantities, as the contract specified payment for actual haul distances on this material. I can see where the Bureau raises the question of paying for haul on crushed surfacing which materials were bid in place.

The contractor is entitled to payment on this haul for the reason that he could have secured the crushed materials from the designated pits and hauled nothing but gravel topping from the pits not designated, which involved longer haul. In this manner he would have been paid for his haul on the topping and would not have been required to haul the crushed surfacing materials the larger distance. As the material in the pits later designated was of somewhat superior quality for crushing, the contractor was permitted to crush these materials and take the topping from the designated pits.

The total cost of the project would have been exactly the same if the contractor had reversed the proceedings and taken the crushed materials from the designated pits and the topping materials from the other ones.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM 5-A-1 AM 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

January 24, 1939

Mr. W. C. Williams
Division Engineer
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

I am attaching copies of two letters which have been received from the Bureau of Public Roads concerning the Price Agreement No. 6 for Oregon FAS 23-A (1), the Enterprise-Scotch Creek section of the Hurricane Creek Road, in which they take exception to allowing the contractor additional compensation for hauling their gravel from another plant as the original quarry had become exausted.

Will you carefully study these letters and prepare a reply setting forth our point of view in the matter.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF
CC To:

C. B. McCullough
Enc. 2.

FORM 8-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 9 1938
FOR FILING

January 7th, 1938

Mr. W. E. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Attention: Mr. Caufield.

Dear Sir:

Reference is made to your letter concerning Price Agreement #6, Oregon F.A.S. 23-A (1), Enterprise-Scotch Creek Section of the Hurricane Creek county road.

As a matter of information to the resident engineer, I would appreciate more information concerning the reason why you think this extra work is already covered in our specifications. No one in this office can find anything in the specifications which puts the burden of furnishing additional gravel on the contractor after the specified gravel pit has been completed. It seems to us that payment such as this has been made many times, and we can see no reason why the failure of the gravel pit containing sufficient yardage should be the responsibility of the contractor.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-M-1 2M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 29 1938
FOR FILING

RECEIVED
DEC 29 1938
STATE HIGHWAY COMMISSION

December 28, 1938

Mr. C. B. McCullough,
Assistant State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The Rogers Construction Company have been furnished with their final estimate which shows the total amount earned as being $23,455.54. This estimate apparently does not contain the $120.00 payment to be made under price agreement No. 6. Will you please advise the Rogers Construction Company relative thereto.

The estimate referred to is on the Enterprise-Scotch Creek Section, Contract No. 2090.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC CB McCullough
CC SH Probert

FORM 5-M-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 27 1938
STATE HIGHWAY COMMISSION

December 24, 1938

Mr. C. B. McCullough
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

I am submitting herewith request for additional project expenditure in the matter of $200.00 on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County. The necessity for additional expenditure is as set forth in the request form.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:MM
CC HG Smith
Enclosure

CC CB McCullough

#2090

RECEIVED
DEC 23 1938
FOR FILING
7ad-3-2-1

December 22, 1938

United Pacific Insurance Company,
M. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2090, for the construction of the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County, has been completed by the contractors, Rogers Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 31, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $23,221.95, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-M-1 2M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 21 19
DIVISION

December 19, 1938

7a-123-a-1

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. S. H. Probert, Office Engineer

Dear Sir:

Reference is made to your letter of December 16th addressed to N. A. Toole requesting furnishing of request for additional authorization in the amount of $250.00 on the Enterprise-Scotch Creek project, contract #2090.

I am unable to check the $250.00 overrun on this project. I will appreciate your advising me where charges defer from the following tabulation:

Total payment to contractor	$23,575.80
Engineering costs	2,454.03
Purchase price, Emmett's gravel pit	250.00
Fencing Emmett's pit (state forces)	44.55
Purchase price, Whitmore's gravel pit	50.00
Total	$26,374.38
Credits	
Engineering cost assessed contractor	232.05
Additional rock to be paid for by county	290.73
Net cost of project	$25,851.60
Total approved authorization	$25,701.83
Project overrun	$ 149.77

Yours very truly

W. C. WILLIAMS
Division Engineer

CC RH Baldock
CC HG Smith
CC NA Toole

AH 5-30-1 5M 6-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

40823-1

December 10, 1928

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Will you please advise if the final check of the estimate on the Enterprise-Scotch Creek Section of the Hurricane Creek county road in Wallowa County has confirmed the quantities of crushed materials in stock piles as submitted by the resident engineer. If the quantities have been confirmed I will secure from Wallowa County a check for the excess materials stock piled.

Wallowa County should probably have in their records supporting notes for the materials purchased so I will appreciate your furnishing me either the original or a copy of the field notes and platted sections of the stock pile material.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock

RM 5-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

5

RECEIVED
DEC 6 1938
FOR FILING

7a-d-23-2-1

December 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 6 on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road project in Wallowa County. This price agreement covers ~~the~~ furnishing of 1200 cubic yards of gravel from a pit some 700 feet distance from the designated pit. It was extremely difficult to secure and transport this gravel to the crushing plant and the price of 10¢ per cubic yard for the securing ~~or~~ and transportation is reasonable.

As Wallowa County will pay for the extra materials stock piled for their use and with the engineering penalty assessed the contractor, this price agreement will not require additional project authorization.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock ✓
Enclosure

8 S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 30 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

November 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

[illegible]

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

I will approve a price agreement for $120.00 for $0.10 per yard on the additional 1,200 yards of material secured outside the designated area of the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-M-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 29 1938
FOR FILING

72 J 23-a-1

November 25, 1938

NOTED
C. B. McCu

R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Rogers Construction Company were the contractors on the Enterprise-Scotch Creek Section of the Hurricane Creek county road in Wallowa County and are making a claim for some additional compensation on their contract.

The gravel pit designated for use on this project did not contain a sufficient amount of suitable material, due to the fact that the materials were streaked with clay, rendering a good deal of them unsatisfactory. Unfortunately this condition was not revealed by the test pits so that neither the engineers in charge nor the contractors could anticipate this condition in advance.

After all suitable materials had been removed from the designated pit, arrangements were made with the owner of the pit to go upon his land adjoining and secure more materials. Approximately 1500 yards were taken from this additional area which was some 600 or 700 feet from the contractor's crushing plant. In order to transport the materials from the pit to the crushing plant the contractor used a power shovel and two trucks and he claimed that the additional cost of this work was approximately $360.00. He bases this amount on 40 hours' use of the shovel and two trucks at a cost of $5.00 per hour for the shovel and $2.00 per hour each for the trucks.

I informed the Rogers Construction Company that we could not make such payment as the contract stipulated that not only the designated pits should be used but any other that might be designated by the engineer. Rogers Construction Company did not seem to think this fair on account of the difficulty they had on the project and are

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Enterprise-Scotch Creek Section

Attention Mr. H. G. Smith   Page 2

still insisting on some settlement. They now advise me that they will settle for $120.00 or the actual cost to them of the two trucks which they hired and will waive the shovel costs. I have found the Rogers Company very fair in our dealings with them on former contracts and it is my belief that we should make some settlement with them on this particular job if it is possible. The pit did turn out to be a very bad one and cost them considerable money, and even after securing the area adjoining the pit from which there was approximately 1500 yards taken, it was still necessary to haul some materials from a pit 1.3 miles distant. Rogers were paid for this , however, under a price agreement.

If you believe it satisfactory to make a settlement, I can have prepared a price agreement, allowing them 10¢ per yard additional for 1200 yards of material secured outside the designated area.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:RM
CC RH Baldock ✓

#2090

5

RECEIVED
NOV 16 1938
FOR FILING

7a 23-1311

November 16, 1938

United Pacific Insurance Company,
W. L. Ritchey, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Rogers Construction Company on Contract No. 2090, Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County. This payment will be made on or after November 26, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-H-1 2M 6-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1936

IN REPLY PLEASE
REFER TO FILE NO.

7a [illegible]

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The total cost of the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County, as indicated by the semi-final estimate is $25,855.80 as compared with the project authorization of $25,701.83, an overrun of approximately $154.

This overrun, however, is not in the strict sense of the word an overrun of the project, as it is the result of stockpiling more crushed materials than called for in the contract. Wallowa County made a deposit of $780 to pay for stockpiled materials and there has been stockpiled, including screen rejections, approximately $1,070 worth of materials. I have brought this matter to the attention of Wallowa County Court and they have indicated that they will accept and pay for the additional materials, so that the project authorization will not be exceeded.

As soon as final quantities are checked, I will secure a deposit from Wallowa County to cover the excess materials stockpiled in order that the contractor may be paid in full for the materials.

Should there be any reason why Wallowa County does not accept the excess materials, I would recommend that the State purchase them for use on the Enterprise-Joseph Section, as the bid price is satisfactory and the materials on the Enterprise-Joseph Section are almost exhausted. However, Wallowa County should have first chance for the materials if they wish them.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H.Baldock

FORM 5-M-1 5M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

November 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

All work on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road project in Wallowa County was satisfactorily completed by the contractor on October 19 and I am submitting herewith semi-final estimate of the project. In support of the semi-final estimate, there is being forwarded to you by express the following records:

100 foot scale map
1 construction provile
1 mass diagram
1 book field notes
1 book platted sections
1 book computation sheets
1 book oil spread sheets
45 material receipt books
1 book of tabulations and
  computations
1 book index and summary
5 oil company invoices
1 set photographic prints
1 Resident Engineer's letter re
  overruns and underruns.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:AA
enc

cc R. H. Baldock

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

Stencil No. 8.

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 23-A (1), Enterprise-Scotch Creek section ____________, was made by a representative of this office on October 19, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 23-A (1)
Enterprise-Hurricane Creek section
Hurricane Creek Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

#2040

Aypr-36092

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 23-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 1st day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 31st day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of fifteen thousand, one hundred eighty and 00/100 dollars ($ 15,180.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5512

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 8+60, at the south city limits of Enterprise, and survey station 188+90 in the SE 1/4, Section 23, T. 2 S., R. 44 E., W. M. (excepting therefrom those portions between survey stations 14+21 and 14+51, 25+50 and 25+60, and 72+79 and 73+02), length 3.399 miles, in Wallowa County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 23, consisting of 3.399 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—8514

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of fifteen thousand, one hundred eighty and 00/100 dollars ($15,180.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of twenty-four thousand, eight hundred seventy-six and 00/100 dollars ($24,876.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The ~~Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit~~: Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Wallowa, pursuant to its agreement with the Highway Department dated June 15, 1938. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of OCT 21 1938, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 23-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $24,070.00 as the total estimated cost of said project, and the sum of $15,180.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 21 1938 one thousand nine hundred and ____

Secretary of Agriculture,

By W.J. O'Leary
Acting Chief, Bureau of Public Roads.

FORM 6-A-1 10M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

October 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

FAP 23-A-1

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to the Rogers Construction Company on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County, Contract No. 2090, F.A.P. 23-A, from September 15th to October 19th.

On account of the lack of material in the gravel pit designated in the plans, it was necessary for the contractor to obtain gravel from another pit. This was estimated to have caused a delay of 7 days, and we recommend that the time be extended to September 22nd, without penalty and that engineering costs be assessed for the time between September 22nd and October 19th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
tate Highway Engineer

HGS:AR

cc to: R. H. Baldock
W. C. Williams
N. A. Toole

#2090

RECEIVED
OCT 28 1938
FOR FILING

7a 1 33-1-1

October 28, 1938

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Mr. Williams:

This is to acknowledge your letter of October 25, enclosing request of Rogers Construction Company for an extension of time to October 19 on their contract No. 2090, Enterprise-Scotch Creek Section, in Wallowa County. If you have the consent of their surety to this extension in your office, please forward it to us at your early convenience. In case you do not have it, please request them to mail it here.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2090

2M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
28 1938

IN REPLY PLEASE
REFER TO FILE NO.

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. B. Glaisyer, Secretary

Dear Sir:

I hand you herewith consent of the United Pacific Insurance Company for an extension of time limit on Rogers Brothers Construction Company, contract No. 2090, Enterprise-Scotch Creek Section of the Hurrican Creek County Road in Wallowa County.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc H. G. Smith

W. R. Rogers

Donald C. Rogers

ROGERS CONSTRUCTION CO.

General Road Contractors

Dayton, Washington

October 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are writing you requesting a thirty-four day extension of time on Contract 2090, FAS 23-A, for 3.4 miles grading, surfacing and oiling the Enterprise-Scotch Creek Section of the Hurricane Creek County Road, in Wallowa County. This project was completed October 19, 1938.

The Contract called for completion September 15, 1938. We found, however, that there was not a sufficient quantity of rock available in the quarry site shown on the plans, and we were forced to obtain the extra material from outside sources. This, of course, slowed down our operations considerably. We lost several days because of rain, and weather conditions were especially unfavorable after September 1.

We shall appreciate it if you will grant the extension of time requested under these circumstances.

Very truly yours,

ROGERS CONSTRUCTION CO.

Donald Rogers

DCR em

File

Original in Contract.

#2090

RECEIVED
OCT 28 1938
FOR FILING

42.123-U-1

October 28, 1938

GEO. S. KERR COMPANY
Title & Trust Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of October 26 concerning the Rogers Construction Company Contract, No. 2090, Enterprise-Scotch Creek Section of the Hurricane Creek County Road, in Wallowa County.

You are advised that the bond furnished in connection with this contract was written by the United Pacific Insurance Company, for whom M. L. Ritchey is resident agent, with offices in the Board of Trade Building, Portland. The original completion date of this contract was September 15. However, it was not completed until October 19 and it will be necessary that the time limit be extended to that date.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

GLOBE INDEMNITY COMPANY
A. DUNCAN REID, PRESIDENT

CASUALTY INSURANCE
FIDELITY AND SURETY BONDS

GEO. S. KERR CO.
GENERAL AGENT

PHONE BEACON 6341
202 TITLE & TRUST BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

October 26, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Will you please advise us the name of the surety company on the bond of the Rogers Construction Company on their project consisting of 3.4 miles of grading, surfacing and oiling on the Enterprise-Scotch Creek section of the Hurricane Creek Creek County Road in Wallowa County. Also, will you advise the completion date of this project and the present status of the job as to the probable completion date.

Very truly yours,

GEO. S. KERR CO.

By Geo. S. Kerr

GSK:MH

REFERRED TO [illegible]
BY SECRETARY

FORM S-M-1 1000 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE REFER TO FILE NO.

HW 23-1-1

October 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. C. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith duplicate copies of a request for extension of time by Rogers Construction Company, on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road in Wallowa County, from September 15 to October 19.

The principal reason for the contractor's failure to complete on time was the delay in starting the project. The contract was awarded on June 20 and actual work was not started until July 22.

However, as the contractor states in his request for extension, there was some loss of time due to there being insufficient quantity of material in the designated gravel pit. It was necessary to secure material from another pit than designated in the contract to complete the project. A check of the contractor's operations reveals that not more than one week's time was actually lost due to this reason. He, therefore, is entitled to extension of time for that period when his operations were curtailed due to the exhausting of the designated gravel pit.

It is my recommendation that he be granted an extension of time of 7 days from September 15 to September 22 without penalty and that he be assessed all engineering costs for the 27 days between September 22 and October 19, said penalty being justified in view of his negligence in promptly starting the project.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA enc
cc R. H. Baldock

RECEIVED
OCT 26 1938
FOR FILING
711 33-1

October 25, 1938

Hon. County Court of Wallowa County
Enterprise, Oregon

Gentlemen:

The Enterprise-Scotch Creek Section of the Hurricane Creek Road, Project FAS 23-A, 3.4 miles in length, has been completed by the contractor, and this section of road is now being turned over to the county for maintenance, as provided in the agreement executed by the County Court of Wallowa County and the State Highway Commission on June 15, 1938.

This agreement provides that the county will maintain the section in a manner satisfactory to the U. S. Bureau of Public Roads and the State Highway Commission, and will make proper provision each year for funds to maintain the road.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. H. G. Smith
Mr. W. C. Williams

Form 330—6M—7-36

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1938

Section	Enterprise - Scotch Creek	*Kind of work*	Grading, Surf., & Oiling
Highway	Hurricane Creek County Road	*Section prefix*	232-1006
Contractor	Rogers Construction Co.	*Contract number*	2090
Date of contract	June 20, 1938	*Date of completion*	Sept. 15, 1938
Date work started	July 22, 1938	*Estimated date of completion*	Oct. 19, 1938
Amount of contract	$23,365.30	*Per cent of time elapsed*	100 %

Estimated cost of completed project, exclusive of engineering $23,365.30

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $2210, 9.5 % *Date project was completed* Oct. 19, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The emulsified asphalt arrived for the final seal on Monday. Monday Rogers broomed the entire roadway with the power broom to broom off the dust. Tuesday they rebroomed and placed the final seal. We covered the emulsion with 1/4"-0 material. Wednesday they shaped the shoulders and broomed the roadway, completing the project.

NOTED
H. N. HACKETT

NOTED
H. G. SMITH

OCT 2[illegible] 1938

NOTED
VAN SCOY

Signed N A Toole

Address La Grande, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.40	3.40		3.40	
Miles partially completed					
Miles completed	3.40	3.40		3.40	
Total estimated quantities	9000	11,000	600	1850	
Estimated quantities moved or placed to date	9000	11,000	600	1850	
Average daily quantities	400	500			
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				25	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ....5, trucks, distributor and retort . . . .

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	rain		
Monday	cloudy		
Tuesday	fair		
Wednesday	fair		
Thursday	fair		
Friday	fair		
Saturday	fair		

FORM S-M-1 1500 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 13 1938
FOR FILING
7a X 23-1-1

RECEIVED
OCT 10 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

October 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

You will remember that some two weeks ago approval was given to the Rogers Construction Company to proceed with the construction of the oil mat surface treatment on the Hurricane Creek County Road project in Wallowa County. At that time the weather seemed entirely suitable and was for a few days. They placed all of the base and key rock and the weather turned cold and wet. Since that time we have been unable to proceed with the oiling work and I am now fearful that we will not be able to complete the work at this time and secure a satisfactory job.

I do not wish to leave the key rock without any seal as it is doubtful if it would go through the winter. I believe we should put on the first seal, which can be done in one day, the first favorable weather we have. The job should then be closed down for the winter and the final seal put on next summer.

We might get some breakage with only one seal, but this could be patched out and the final seal would assure a satisfactory job.

This will work somewhat of a hardship on the contractor, but he has overrun his time limit and it is no fault of the State that the work was not completed during favorable weather.

Please advise me immediately if you approve of closing the work down until spring. This information is needed immediately, as I am not permitting the contractor to order any oil for the final seal until the matter is determined.

Very truly yours

W C Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock

FORM 5-A4 1936 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 6 1938
FOR FILING

[illegible]

September 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I am returning Price Agreement No. 3 on the Enterprise-Scotch Creek Section of the Hurricane Creek County Road, for the replacement of a water pipe.

This is not a proper charge against the Department and will not be cooperated in by the Bureau inasmuch as the price agreement indicates that it was destroyed by the contractor. Our contract fully protects us in this respect and requires the contractor to make good any such unavoidable destruction of property.

However, if the water pipe was too high and needed to be lowered anyway and was merely torn out as the easiest way to replace it, another price agreement may be prepared for lowering the water pipe below the side ditch.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-M-1 1000 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 28 19

September 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith price agreement No. 5 on the Hurricane Creek County Road project in Wallowa County.

This price agreement covers the installation of 14 feet of 15 inch culvert pipe. The plans called for this installation, which is an extension, to be 18 inch pipe, but it was found that the pipe was a 15 inch pipe.

No additional project authorization will be required, as this installation is cheaper than the 18 inch called for in the plans would have been.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

(Stencil #28)

RECEIVED
SEP 26 1938

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

FOR FILING

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAS 23-A (1),
Enterprise-Hurricane Creek,
Hurricane Creek Road.

September 23, 1938

RECEIVED
SEP 24 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 19 1938
FOR FILING
44/23-A-1

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Enterprise-Hurricane Creek Section, Project No. FAS 23-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 23-A (1)

ENTERPRISE-HURRICANE CREEK SECTION OF

THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1938

All Required		Clearing and Grubbing		$ 300.00
50	cu. yds.	Trench Excavation	$ 1.00	50.00
1,650	cu. yds.	Excavation, Single Classification	0.40	660.00
6,500	cu. yds.	Special Borrow	0.30	1,950.00
6,950	yd. mi.	Hauling Special Borrow	0.10	695.00
950	yd. stas.	Overhaul	0.05	47.50
100	yd. mi.	Truck Haul	0.10	10.00
3.40	miles	Finishing Roadbed and Slopes	182.00	618.80
280	lin. ft.	12" Concrete Pipe	1.75	490.00
25	lin. ft.	18" Corrugated Iron Pipe	4.00	100.00
12	lin. ft.	24" Corrugated Iron Pipe	6.00	72.00
18	lin. ft.	30" Concrete Pipe	5.00	90.00
10	lin. ft.	Salvaging Culvert Pipe	1.00	10.00
10,300	cu. yds.	Selected Roadbed Topping	0.30	3,090.00
16,000	yd. mi.	Hauling Roadbed Topping	0.10	1,600.00
2,800	cu. yds.	Crushed Gravel Surfacing	1.00	2,800.00
400	cu. yds.	Filler	0.40	160.00
800	yd. mi.	Hauling Filler	0.10	80.00
200	M-Gals.	Sprinkling	2.00	400.00
3.40	miles	Preparation of Base	150.00	510.00
2,000	cu. yds.	Mineral Aggregate in Place	2.00	4,000.00
140	tons	SC-6 Road Oil in Place	28.00	3,920.00
36	tons	Emulsified or Cutback Asphalt in Seal Coat	27.00	972.00
		Sub-total		$22,615
		10% Engr. & Cont.		2,261
		Total		$24,876

Length of Roadway	3.399 miles
Length of Bridge (Exception)	0.017 mile
Length of Project	3.416 miles
Cost per mile, roadway	$7,318

FAS Funds Requested- -	$15,180
State Funds- -	9,696
	$24,876

State Funds for Construction: Chap. 7[illegible], laws 1917; Chap. 31, Laws 1920
Funds for Maintenance: See agreement executed by County on June 1, 1938, and
by the State Highway Commission on June 15, 1938.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 23-A (1)

ENTERPRISE-HURRICANE CREEK SECTION OF

THE HURRICANE CREEK ROAD IN WALLOWA COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1938

All Required		Clearing and Grubbing		$ 200.00
50	cu. yds.	Trench Excavation	$1.00	50.00
1,650	cu. yds.	Excavation, Single Classification	0.35	577.50
6,500	cu. yds.	Special Borrow	0.25	1,625.00
6,850	yd. mi.	Hauling Special Borrow	0.12	822.00
950	yd. stas.	Overhaul	0.02	19.00
100	yd. mi.	Truck Haul	0.12	12.00
3.40	miles	Finishing Roadbed & Slopes	200.00	680.00
280	lin. ft.	12" Concrete Pipe	1.25	350.00
25	lin. ft.	18" Corrugated Iron Pipe	2.00	50.00
12	lin. ft.	24" Corrugated Iron Pipe	3.00	36.00
18	lin. ft.	30" Concrete Pipe	4.00	72.00
10	lin. ft.	Salvaging Culvert Pipe	1.00	10.00
10,300	cu. yds.	Selected Roadbed Topping	0.25	2,575.00
16,000	yd. mi.	Hauling Roadbed Topping	0.12	1,920.00
2,800	cu. yds.	Crushed Gravel Surfacing	1.70	4,760.00
400	cu. yds.	Filler	0.40	160.00
800	yd. mi.	Hauling Filler	0.15	120.00
200	M-Gals.	Sprinkling	1.50	300.00
3.40	miles	Preparation of Base	100.00	340.00
2,000	cu. yds.	Mineral Aggregate in Place	2.70	5,400.00
140	tons	SC-6 Road Oil in Place	26.00	3,640.00
36	tons	Emulsified or Cutback Asphalt in Seal Coat	26.00	936.00

Sub-total $24,654
10% Engr. & Cont. 2,465

Total $27,119

Length of Roadway 3.399 miles
Length of Bridge 0.017 mile
Length of Project 3.416 miles
Cost per mile, roadway $7,978

FAS Funds Requested- $16,550
State Funds- 10,569

$27,119

RECEIVED
JUL 13 1938
FOR FILING

7a-L-23-a

July 12, 1938

Rogers Construction Co.
Box C4
Dayton, Washington

Gentlemen:

By express we are forwarding to you today a fully executed copy of contract No. 2090 which was awarded to you on June 20, 1938, for grading, surfacing and oiling the Enterprise-Scotch Creek Section of the Hurricane Creek County Road, in Wallowa County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 22 1938
FOR FILING

Fad 23-a

June 21, 1938

Rogers Construction Co.
Box C 4
Dayton, Washington

Gentlemen:

We are sending you today by express four copies of Contract No. 2090 which was awarded to you on June 20, 1938, for grading, surfacing and oiling the Enterprise-Scotch Creek Section of the Hurricane Creek County Road, in Wallowa County.

Will you please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 18 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
JUN 21 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to concur in award of contract, as of this date, for Oregon Federal Aid Secondary project No. FAS 23-A, Enterprise-Scotch Creek section of Hurricane Creek county road, to Rogers Construction Co., Dayton, Washington, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 9 1938
FOR FILING

7a / 23-a-1

ad

June 20, 1938

Rogers Construction Co.
Box C-4
Dayton, Washington

Gentlemen:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 3.4 miles grading, surfacing and oiling the Enterprise-Scotch Creek Section of the Hurricane Creek County Road, in Wallowa County. This award was based on your bid of $23,365.30 submitted on June 15, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

HDG:AM

cc - Mr. S. H. Probert

1217-A

	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
JUNE 20 1938

ROGERS CONSTRUCTION COMPANY

DAYTON, WASHINGTON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR CONSTRUCTION OF ENTERPRISE-SCOTCH CREEK SECTION OF HURRICANE CREEK COUNTY ROAD IN WALLOWA COUNTY BASED ON YOUR LOW BID SUBMITTED ON JUNE 15, 1938.

STATE HIGHWAY COMMISSION
H. B. GLAISYER, SECRETARY

File

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Division Engineer

WCW:MA

cc R. H. Baldock

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

SYMBOLS

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE PRESIDENT

NEWCOMB CARLTON CHAIRMAN OF THE BOARD

J. C. WILLEVER FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

RECEIVED
JUN 20 1938
FOR FILING

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FAS 23-a

SALEM, OREGON
JUNE 20, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WE CAN NOW GIVE ASSURANCE THAT BRIDGE AT STATION ONE TWENTY NINE ON ENTERPRISE SCOTCH CREEK PROJECT WILL BE WIDENED TO TWENTY FEET AT ONCE STOP ON THAT BASIS WE ASK YOUR CONCURRENCE IN AWARD OF CONTRACT TODAY TO ROGERS CONSTRUCTION COMPANY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Division Engineer

WCW:MA

cc R. H. Baldock

1201-S

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION (33)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1938 JUN 18 AM 9 35

PRH10 12 XC=LAGRANDE ORG 18 912A

H G SMITH=
STATE HIGHWAY COMM

WALLOWA COUNTY WILL WIDEN BRIDGE IMMEDIATELY AT STATION 129, HURRICANE CREEK ROAD=

W C WILLIAMS.

RECEIVED
JUN [illegible] 1938

REFERRED TO
[illegible]
By State Highway Engineer
See me [illegible]

129.

Noted Oscar Cutler

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

RECEIVED
JUN 20 1938

FORM 2-M-1 3M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 18, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Confirming my telegram to you of this date, please be advised that Wallowa County will immediately widen the bridge at Station 129 on the Hurricane Creek county road to a width of 20 feet. This work will be performed with Wallowa County bridge crew and will be completed within a week or ten days.

There is no reason for not awarding the contract immediately and I suggest that this be done, as it is imperative that work on this section be done immediately if the oil is to be completed during favorable weather.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

JUN 20 1938
CONST

Fas 23-a

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 268-B, FAS 279-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:MR
Encl.
Copy for Mr. Nash

FORM 9-M-1 1M 12-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

June 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith:

Dear Sir:

I hand you herewith my estimate of cost for comparison of bids on the Enterprise-Scotch Creek section of the Enterprise-Hurricane Creek road in Wallowa county.

Very truly yours

Division Engineer

WCW v

cc Mr. Baldock

June 10, 1938

Wallowa County
Enterprise-Hurricane Creek County Road
Enterprise-Scotch Creek Section
3.4 mi Regrad-Surf- and Oiling

Estimate of Cost for Comparison of Bids by W. C. Williams, Division Engineer:

Clearing and grubbing	All			200.00
Trench excavation	50	cu yds	1.00	50.00
Excavation, single classification	1650	" "	.25	412.50
Special borrow	6500	" "	.02	130.00
Hauling special borrow	6850	yd mi	.12	822.00
Overhaul	950	st yds	.25	237.50
Truck haul	100	yd mi	.12	12.00
Finishing roadbed and slopes	3.40	miles	200.00	680.00
18" corr. iron pipe	25	lin ft	2.00	50.00
24" " " "	12	" "	3.00	36.00
12" concrete pipe	280	" "	1.50	420.00
30" " "	18	" "	4.00	72.00
Salvaging culvert pipe	10	" "	1.00	10.00
Selected roadbed topping	10,300	cu yds	.30	3,090.00
Hauling " "	16,000	yd mi	.10	1,600.00
Crushed gravel surfacing	2,800	" "	1.70	4,760.00
Filler	400	" "	.35	140.00
Hauling filler	800	yd mi	.12	96.00
Sprinkling	200	M gal	1.50	300.00
Preparation of base	3.40	miles	100.00	340.00
Mineral aggregate in place	2,000	cu yds	2.70	5,400.00
SC-6 road oil in place	140	tons	28.00	3,920.00
Emulsified or cutback asphalt in seal coat	36	"	28.00	1,008.00
3/4" - 1/2" crushed gravel in stock pile	300	cu yds	1.30	390.00
1/2" - 1/4" " " " " "	200	" "	1.30	260.00
1/4" - 0" " " " " "	100	" "	1.30	130.00

Total for comparison of bids ———— 24,566.00

RECEIVED
AUG 19 1938
FOR FILING

77X [illegible]

June 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page 18, and five copies of a letter sent to prospective bidders advising of an additional special provision to be included in the specifications concerning certain requirements in the excavation of gravel for use on the Enterprise-Scotch Creek Section, Project No. FAS 23-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 19 1938
FOR FILING
Fil [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon FAS 23-A (1), the Enterprise-Scotch Creek section of the Enterprise-Hurricane Creek Road, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

We are showing the bridges as an exception to the project making the net length 3.399 miles as it is indicated that the oiling will not be carried over the structures. Please show the length to correspond when the project agreement estimate is submitted.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-C-1 1M 1-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

M. E. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

[illegible] MAY 2[illegible]
FOR FILING

RECEIVED
[illegible] 2[illegible] 1938
SALEM
STATE HIGHWAY COMMISSION

FAS 23-A-1

May 23, 1938

IN REPLY PLEASE REFER TO FILE NO.

Cross Referenced To
Materials
Sales

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am enclosing herewith Wallowa County warrant in the amount of $780, which is placed on deposit for payment of maintenance materials to be stockpiled on the Enterprise-Hurricane Creek County Road project.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

FORM 8-N-1 1M 1-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAY 23 1938
FOR FILING

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

May 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I have taken up with the Wallowa County Court the matter of furnishing maintenance material on the Enterprise-Hurricane Creek county road.

They had advised that they wished 600 cubic yards produced by the contractor, which material is to consist of 300 cu.yd. of 3/4" to ½", 200 cu.yds. ½"-¼" and 100 cu.yd. ¼"-0. This material will be stockpiled within one-half mile haul. Will you kindly have the necessary changes made in the special provisions.

Our bid prices on this type of material have been varying from $1.00 to $1.25 per cubic yard, plus haul to stockpile. In order to be safe, I have advised the County that they might expect a price of $1.25 per yard, plus 5¢ haul, making a total of $1.30 and they have indicated that they will deposit a check of $780 to cover 600 cubic yards of material.

Inasmuch as they have indicated their willingness to accept this material, I would see no reason to withhold advertising of the job if the check should be somewhat late in reaching the hands of the Secretary.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
cc R. H. Baldock ✓

FORM 5-A-1. 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 16th, 1938

FAS 23-A

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In regard to the Enterprise-Hurricane Creek Section, I beg to advise that expenditures on Federal Secondary Highways cannot be made within cities. Therefore, 9 stations in the city of Enterprise have been eliminated from this project. Neither can the State or Government furnish maintenance materials as the County must agree to handle the maintenance.

We will be glad to contract the amount specified if they wish to pay for it. You may contact them and if they think the maintenance material desirable, please have them forward a check to the Secretary for the amount desired. This check should be in the hands of the Secretary by May 23rd.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
Highway Engineer

FORM E-M-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

May 14, 1938

RECEIVED
MAY 16 1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I hand you herewith estimate of cost and special provisions for the regrading, surfacing and oiling of a three mile section on the Hurricane Creek County Road in Wallowa County, which section is designated as the Enterprise-Hurricane Creek Section.

You will note that special provisions call for the stockpiling of 900 cubic yards of crushed gravel. This material will be necessary for maintenance of the oiled surface and I do not know whether it will be the obligation of Wallowa County to pay for this material or whether it may be made a part of the Federal Aid project. In the event that it is the obligation of Wallowa County, the matter should be taken up with them as to payment. This you may do direct or if you desire, I will take the matter up with the Court.

You will note on the 100 foot detail map that no definite width of right of way is shown, but the fence lines on each side are indicated. Wallowa County Court advised that they had a minimum 60 foot right of way, but there is nothing in the county records to verify any width. The minimum width between fences, however, is 50 feet and this width varies to as much as 70 feet. The width between fences is entirely sufficient for the reconstruction of the road and owing to the cost of acquiring additional right of way, it is recommended that the Bureau of Public Roads be requested for approval of right of way as is. Owing to the multitude of irrigation ditches, etc., immediately outside the fences, the County is very reluctant to acquire more right of way as they feel it would be necessary to institute condemnation proceedings to do this.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.
cc R. H. Baldock ✓ cc S. H. Probert

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

May 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

FAS 23-A

Mr. Oscar Cutler
Assistant Office Engineer
OFFICE

Dear Sir:

This note is to remind you that you are to inspect roads with the County Court of Wasco County some time this week as per arrangements made with the County Court at the meeting of the Highway Commission on April 28, 1938.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

NOTED
State Highway Engineer

CONTRACT # [redacted] 2091

FAS 13-A(1) Wigrich-Buena Vista Sec.,
Independence-Buena Vista Co. Rd.

2091

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

FAS 13-a-1

December 15, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 13-A (1), Wigrich-Buena Vista section ______, was made by a representative of this office on November 15, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J Lissner
J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 16 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.
Stencil No. 124
Oregon FAS 13-A (1)
Wigrich-Buena Vista section
Independence-Buena Vista Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Iron

Appr. 36064

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 18-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 10th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 16th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eight thousand, eight hundred seventy and 00/100 dollars ($8,870.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—8818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 4+00, in the NE 1/4 of Section 10, and
survey station 178+74.3 in the SW 1/4 of Section 23,
all in T. 9 S., R. 4 W., W. M.

, length 3.309 miles, in Polk County, being Section A(1) of Oregon Federal Aid Secondary project No. FAS 13, consisting of 3.309 miles of roadway and no bridges, [illegible] of more than 20 feet clear span, [illegible]

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6518

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of eight thousand, eight hundred seventy and 00/100 dollars ($ 8,870.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fourteen thousand, five hundred thirty-two and 00/100 dollars ($ 14,532.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and~~ November 9, 1921, out of funds which have been or will be made available therefor ~~by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Polk, pursuant to its agreement with the Highway Department dated June 2, 1938.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of OCT 19 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

EM

SECRETARY OF AGRICULTURE,

By ....
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of OCT 19 1938, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 13-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 14,532.00 as the total estimated cost of said project, and the sum of $ 8,870.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 19 1938

one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

RM

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
OCT 8 1938
FOR FILING

Ad 13-A-1

October 4, 1938

Hon. County Court of Polk County
Dallas, Oregon

Gentlemen:

This is to advise that the Wigrich-Buena Vista Section of the Independence-Buena Vista Road, 3.31 miles in length, has been completed by the contractor. This is a Federal Aid Secondary Highway Project and is being turned over to Polk County for maintenance in accordance with the agreement executed by the Polk County Court and the State Highway Commission June 2, 1938, which agreement provides that the county shall maintain the project in a manner satisfactory to the Highway Department and the Secretary of Agriculture and shall make proper provision each year for maintenance of the project.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. F. D. Mason

RECEIVED
SEP 29 1938
FOR FILING

42 L13-R-1

#2091

September 29, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2091, for the construction of the Wigrich-Buena Vista Section of the Independence-Buena Vista County Road in Polk County, has been completed by the contractor, J. C. Compton, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 8th, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $15,379.52, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2091

RECEIVED
SEP 16 1938
FOR FILING
7a x/13-4-1

September 16, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to J. C. Compton on Contract No. 2091, Wigrich-Buena Vista Section of the Independence-Buena Vista County Road in Polk County. This payment will be made on or after September 26, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

1

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 13-A (1),
Wigrich Ranch-Buena Vista,
Independence-Buena Vista Road.

September 12, 1938

RECEIVED
SEP 16 1938
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
SEP 12 1938
FOR FILING
[illegible]

September 6, 1938

IN REPLY PLEASE REFER TO FILE NO.
227-1010

NOTED
State Highway Engineer
SEP 8 - 1938

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting to J. W. McCallister this date the following records supporting the final estimate on the Wigrich-Buena Vista Section of the Independence-Buena Vista county road in Polk County, contract No. 2091:

1	Profile Tracing Corrected to Show Construction Work
1	Book Drainage Notes
1	Set Tabulation Sheets and Oil Invoices
1	Hard Copy Map, Scale 1" = 100' (corrected)
19	Material Receipt Books

Four copies of the estimate and three copies of the quantity summary sheet are being transmitted to the office of S. H. Probert. There is attached hereto a copy of the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock ✓
S. H. Probert
J. W. McCallister
J. W. Nash

FORM 5-A-1 10M 2-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

September 1, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

227-1010

Mr. F. D. Mason,
Division Engineer,
Oregon State Highway Dep't.,
Salem, Oregon.

RECEIVED
SEP 3 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dear Sir:

Herewith is my explanation for over-runs and/or under-runs of Semi Final Estimate quantities on the Wigrich-Buena Vista Section of the Independence -Buena Vista County Road in Polk County; Contract No. 8091; Project 227-1010.

TRENCH EXCAVATION: Over-run was caused by changes made just prior to and during construction work to improve drainage conditions on this section.

12" CORRUGATED IRON PIPE: Under-run, due to change made at Station 6+66 where only 6 feet of pipe was used instead of 10 feet as estimated.

18" CONCRETE PIPE: Under-run, due to changes made during construction at Stations 10+95 and 84+00, where the amount of pipe required was reduced at both locations, from the estimated lengths.

24" CORRUGATED IRON PIPE: Under-run, as roadbed was not widened at the location where the existing pipe was to have been extended.

SALVAGING CULVERT PIPE: Under-run, as most of the old pipe was found not in a fit condition to salvage and use again.

FILLER: Under-run, Not necessary to use this material as Surfacing Material contained sufficient filler as it was taken from the pit.

HAULING FILLER: Under-run. See explanation for the above item.

SPRINKLING: Over-run. Extremely dry weather required the use of additional water to lay the dust. Insufficient water allowed in estimate to set up surfacing material properly.

Very truly yours,

H S Swart

H. S. Swart,
Res. Constr. Eng'r.

HSS/KS

4 Copies.

Form 338—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 13-A (1)

For Week Ending September 3, 1938

Section Wigrich-Buena Vista

Kind of work Surfacing & Oiling

Highway Independence-Buena Vista (County Rd)

Section prefix 227-1010; F.A.S. 13-A (1)

Contractor J. C. Compton

Contract number 2091

Date of contract June 11, 1938

Date of completion August 31, 1938

Date work started July 8, 1938

Estimated date of completion ......, 193...

Amount of contract $ 13,211.60

Per cent of time elapsed 100. %

Estimated cost of completed project, exclusive of engineering $ 13,381.72

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 688.28, 5.14 %

Date project was completed August 19, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi-Final Estimate has been completed on the section and is being submitted to the Division Office on this date.

RECEIVED
SEP 6 - 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

6 1938

NOTED
VANSCOY

Signed

Address Salem, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Wigrich Ranch-Buena Vista Section, Project No. FAS 13-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

E'

Oregon State Highway Department

Federal Aid Secondary
Proj. No. FAS 13-A (1)

HIGRICH RANCH-BUENA VISTA SECTION OF THE INDEPENDENCE-BUENA VISTA ROAD IN POLK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

550	cu. yds.	Trench Excavation	$ 1.00	$ 550.00
10	lin. ft.	12" Corrugated Iron Pipe	1.60	16.00
140	lin. ft.	18" Concrete Pipe	2.25	315.00
10	lin. ft.	24" Corrugated Iron Pipe	3.00	30.00
100	lin. ft.	Salvaging Culvert Pipe	0.50	50.00
4,200	cu. yds.	3" - 0" Materials in Surfacing	0.59	2,478.00
2,000	cu. yds.	1" - 0" Materials in Surfacing	1.27	2,540.00
300	cu. yds.	Filler	0.30	90.00
300	yd. mi.	Hauling Filler	0.20	60.00
50	M-Gals.	Sprinkling	1.50	75.00
3.31	miles	Preparation of Base	200.00	662.00
1,200	cu. yds.	Mineral Aggregate in Place	2.45	2,940.00
36	tons	Emulsified or Cutback Asphalt	18.60	669.60
66	tons	Light Tar in Binder Course	19.00	1,254.00
78	tons	Tar in Place	19.00	1,482.00
		Sub-total		$13,211
		10% Engr. & Cont.		1,321
		Total		$14,532

Length	3.309 miles
Cost per mile	$4,391

FAS Funds Requested- -	$ 8,870
State Funds- -	5,662
	$14,532

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County May 17, 1938 and by Highway Commission June 2, 1938.

RECEIVED
JUL 13 1938
FOR FILING

7a ✓ 13-12

July 12, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2091 which was awarded to you on June 21, 1938, for surfacing and oiling the Wigrich-Buena Vista Section of the Independence-Buena Vista County Road, in Polk County.

This copy is being sent to you since you appear as surety on the bond and is for your records and files.

Very truly yours,

Secretary

HBG:AM

RECEIVED
JUN 24 1938
FOR FILING
7a [illegible]

June 23, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2091 which was awarded to you on June 21, 1938, by the State Highway Commission covering surfacing and oiling the Wigrich-Buena Vista Section of the Independence-Buena Vista County Road, in Polk County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 15 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MBG:AM

RECEIVED
DEC 9 1938
FOR FILING

7a X 13-A-1

June 21, 1938

Mr. J. C. Compton

McMinnville, Oregon

Dear Sir:

Confirming my telegram to you of this date, the State Highway Commission has today awarded you the contract for 3.31 miles surfacing and oiling on the Wigrich-Buena Vista Section of the Independence-Buena Vista County Road, in Polk County. This award was based on your low bid of $13,211.60, using tar, submitted on June 3, 1938.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

HBG:AM

Secretary

cc - Mr. S. H. Proebert

Tel confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 21 1936

J. C. COMPTON

MCMINNVILLE OREGON

STATE HIGHWAY COMMISSION AWARDED YOU TODAY CONTRACT FOR SURFACING AND OILING THE WIGRICH-BUENA VISTA SECTION OF INDEPENDENCE-BUENA VISTA COUNTY ROAD IN POLK COUNTY BASED ON YOUR LOW BID SUBMITTED ON JUNE 9, 1936

STATE HIGHWAY COMMISSION
H B GLAISYER SECRETARY

File

Telephone Your Telegrams to Postal Telegraph

RECEIVED
JUN 22 1938
FOR FILING

[illegible]

RECEIVED AT
[illegible]
SALEM - OREGON

STANDARD TIME
INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables
TELEGRAMS CABLEGRAMS RADIOGRAMS
All America Cables
Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DH 35 R AR 33 GOVT

NX PORTLAND OGN JUNE 21ST 1938 248 PM

R H BALDOCK
27 STATE HIGHWAY ENGRS
SALEM

CONCURRENCE GIVEN TODAY IN AWARD OF CONTRACT FOR OREGON FAS 13 - A (1) WIGRICH - BUENA VISTA PROJECT TO J C COMPTON LOW BIDDER THIS ON ASSUMPTION ALL RIGHT OF WAY HAS BEEN SECURED.

ANDREWS
255 P

Telephone Your Telegrams to Postal Telegraph

RECEIVED
JUN 21 1938
FOR FILING

June 17, 1938

Mr. J. C. Compton
McMinnville, Oregon

Dear Sir:

In view of the fact that Polk County will be carrying on grade-widening and ditching operations on the Wigrich-Buena Vista Section of the Independence-Buena Vista Road during the next month or six weeks, which operations may cause some delay to and interference with the surfacing and oiling operations, it will be necessary for us to have, in advance of the awarding of the surfacing and oiling contract, an understanding with you to the effect that no extra compensation or other allowance will be claimed by you for any extra expense or loss that you may be subjected to by reason of said grade-widening and ditching operations.

If you are agreeable to accepting an award of the contract with such an understanding, please so indicate by signing the statement at the bottom of this sheet and returning the sheet to us.

Very truly yours,

State Highway Engineer

- - - - - -

I will accept the award of contract for the Wigrich-Buena Vista Project with the understanding that I will make no claim for any extra expense or loss that I may be subjected to by reason of such grade-widening and ditching operations as Polk County may carry on within the limits of the project during the period that said contract is in effect.

________________, Oregon,

June_______, 1938. ______________________

FAS 13-A
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS 20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 265-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

Copy for Mr. Nash

7a & 13-a

C
O
P
Y

June 18, 1938

Mr. W. M. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 265-B, FAS 7-A, FAS 265-B, FAS 270-A, FAS 8-A, FAS 13-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MH
Encl.
Copy for Mr. Nash

7a-213-a

June 8, 1938

Mr. Oscar Cutler
OFFICE

Dear Sir:

I am handing you herewith four copies of an agreement providing for the construction and maintenance of the Wigrich Ranch-Buena Vista Section of the Independence-Buena Vista Highway.

I am retaining one copy for the Commission's files.

Very truly yours,

Secretary

MC:MBL

RECEIVED
JUN 24 1938
FOR FILING

FAS 13-A

RECEIVED
[illegible] 24 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for proposed Oregon Federal Aid Secondary project FAS 13-A (1), the Wigrich-Buena section of the Independence-Buena Vista Highway. Attention is also called to our letter of May 18, relative to the project statement for this project.

The typical section shows a graded roadbed less than 22 feet wide before placing the proposed new surfacing, which does not comply with the Bureau's minimum requirements for Federal Aid Secondary projects. It would appear from the plans that the project is located in easy topography which requires a 26-foot graded roadbed or a 24-foot graded roadbed with side slopes flattened to 3 or 4 to 1.

The work now proposed involved the surfacing and oiling of an existing gravel surfaced road and inquiry is made as to whether funds required for such improvement might not be better spent for the grading and surfacing of an existing unimproved road.

Under the circumstances, particularly the width of roadbed, we are advised that this project is not approved.

Very truly yours,

W. H. Lynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 16, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon project FAS 13-A, the Wigrich-Buena Vista section of the Independence-Buena Vista Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

It is noted that the proposal provides for 4,300 C.Y. of 3"-0" surfacing material. The summary and estimate both provide for 4,200 C.Y. of this material. From this it would appear that the proposal is probably in error. Please advise.

It is also noted that the estimate provides for RC-2 road oil, while the proposal calls for RC-2 asphalt. When submitting the project agreement estimate, please correct.

Award of contract will be deferred pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

Very truly yours,

WHLynch
W. H. LYNCH
District Engineer

RECEIVED
AUG 19 1938
FOR FILING
7 A L 12-7-1

May 12, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Wigrich-Buena Vista Section, Project No. FAS 13-A-1.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 13-A-1

BIGRICH RANCH-BUENA VISTA SECTION

OF THE INDEPENDENCE-BUENA VISTA ROAD IN POLK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 12, 1938

550	cu. yds.	Trench Excavation	$ 1.00	$ 550.00
10	lin. ft.	12" Corr. Iron Pipe	1.00	10.00
140	lin. ft.	18" Concrete Pipe	2.00	280.00
10	lin. ft.	24" Corr. Iron Pipe	3.00	30.00
100	lin. ft.	Salvaging Culvert Pipe	.75	75.00
4,200	cu. yds.	3" - 0" Materials in Surfacing	.70	2,940.00
2,000	cu. yds.	1" - 0" Materials in Surfacing	1.40	2,800.00
300	cu. yds.	Filler	.40	120.00
300	yd. mi.	Hauling Filler	.15	45.00
50	M-Gal.	Sprinkling	1.50	75.00
3.31	miles	Preparation of Base	100.00	331.00
1,200	cu. yds.	Mineral Aggregate in Place	2.50	3,000.00
36	tons	Emulsified or Cutback Asphalt	25.00	900.00
56	tons	RC-2 Road Oil in Binder Course	25.00	(Alternate)
66	tons	SC-6 Road Oil in Place	25.00	(Alternate)
66	tons	Light Tar in Binder Course	21.00	1,386.00
78	tons	Tar in Place	21.00	1,638.00
			Subtotal	$ 14,180
			10% Engr. & Cont.	1,418
			Total	$ 15,598

Length	3.309 miles
Cost per mile	$ 4,713

FAS Funds Requested- -	$ 9,520
State Funds- -	6,078
	$ 15,598

CONTRACT # [redacted] 2092

FA 160-A(1) Columbia Blvd.-Harding 1938
Ave. Sec., Pacific Hwy. West
2092 (Interstate Ave.) [redacted]

RECEIVED
FEB 27 1940
FOR FILING

FA 160-A-1

February 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 13, 1940, regarding the work performed by the Portland Water Bureau on the Columbia Blvd.-Harding Ave. Section, Project No. FA 160-A (1).

As mentioned in your letter, no formal agreement was entered into with the City of Portland. The work was authorized under an order for State Force Work and we are enclosing herewith four copies of the order.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 13, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the work done by the Portland water bureau in connection with Oregon FAP 160-A (1), Interstate Avenue Paving. Our field auditor has advised that there appears to be no formal agreement covering the work, but that it was authorized by a letter from your department.

Will you please send us four copies of the letter authorizing the city to make the adjustments of the water facilities, and also four copies each of other correspondence, if any, pertaining thereto which may evidence your agreement with the city.

Very truly yours,

W. H. LYNCH,
District Engineer

By

F. E. Andrews,
Senior Highway Engineer

RECEIVED
JAN 9 1940
FOR FILING

FA 160-A-1

January 8, 1940.

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

Your letter of January 5, advising that the claim of the Shell Oil Company in the amount of $3563.58 against Harold Blake has been satisfied, is hereby acknowledged. We have made note of this settlement in our records of the Columbia Boulevard-Harding Avenue job, to which this pertains, and are today notifying the surety, Glens Falls Indemnity Company, of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 8, 1940

GLENS FALLS INDEMNITY COMPANY
c/o Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

We are in receipt of advice from Hon Earl Snell, Secretary of State, that the claim of Shell Oil Company against Harold Blake, in the amount of $3,563.58, in connection with the contract for paving the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, in Multnomah County, has been paid in full.

Inasmuch as you are surety for the contractor on this job, we are advising you of this settlement.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

cc - Harold Blake Estate
MBL

JAN 6 - 1

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January 5, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There is enclosed for your information a copy of a letter from Shell Oil Company advicing that their claim for $3563.58 against the bond taken from Harold Blake, principal, and Glens Falls Indemnity Company has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 1

REFERRED TO

COPY

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

January 3, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Gentlemen:

On July 24, 1939 we gave you notice that Shell Oil Company, Incorporated has a claim for petroleum products in the sum of $3563.58 against the bond taken from Glens Falls Indemnity Company by Harold Blake, principal, on Oregon State contract 2092.

This account has now been paid, and we therefore wish to release our claim against the principal contractor and his surety company.

Will you kindly acknowledge receipt of this letter?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

(signed) FRANK J. HURNER
FRANK J. HURNER
Division Credit Manager

FJH:GC

SHELL OIL COMPANY
INCORPORATED
PORTLAND, OREGON

RECEIVED
JAN 5 - 19[illegible]
State Highway Commission

REFERRED TO
SECRETARY

[illegible]

January 3, 1940

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Gentlemen:

On July 24, 1939 we gave you notice that Shell Oil Company, Incorporated had a claim for petroleum products in the sum of $3563.58 against the bond taken from Glens Falls Indemnity Company by Harold Blake, principal, on Oregon State contract 2092.

This account has now been paid, and we therefore wish to release our claim against the principal contractor and his surety company.

Will you kindly acknowledge receipt of this letter?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

SIGNED BY
FRANK J. HORNER

REH:GC

FRANK J. HORNER
Division Credit Manager

cc-Mr. A. A. Amort
cc-Oregon State Highway Commission, Salem, Oregon
cc-Glens Falls Indemnity Company, Glens Falls, New York

2092

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York.
R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
MILLS TOWER SAN FRANCISCO

Jewett, Barton, Leavy & Kern
Resident Agents
General Insurance
SECOND FLOOR LEWIS BUILDING
Telephone ATwater 4123
PORTLAND, OREGON

RECEIVED
AUG 1 - 1939
OREGON
STATE HIGHWAY COMMISSION

July 31st, 1939

FA 16-H-1

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We acknowledge receipt of your letter of July 28th and also copy of letter of July 24th addressed to you by the Shell Oil Company in regard to their claim for petroleum products in the sum of $3563.58 against the Estate of Harold Blake in connection with the paving of the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West (Interstate Avenue), in Multnomah County, being State Highway Contract No. 2092.

The delay in settling this account has been occasioned by the fact that it sometimes takes six months or longer before it is possible to make any disbursements. We are sure that the claim will be paid promptly just as soon as the estate is settled.

Very truly yours,

JEWETT, BARTON, LEAVY & KERN

BY J S Leavy

JSL HK

-2092-

RECEIVED
JUL 28 1939
FOR FILING

FA 160-A-1

July 28, 1939

Hon. Earl Snell
Secretary of State
The Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 25, enclosing three copies of a notice of claim by Shell Oil Company in the amount of $3,563.58, against the late Harold Blake, and his surety, Glens Falls Indemnity Company, for petroleum products furnished in connection with the paving of the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West (Interstate Avenue), in Multnomah County, being State Highway Contract No. 2092.

We have made note of this claim in our records of this job, and are today notifying the contractor's estate and its surety of the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

July 28, 1939

GLENS FALLS INDEMNITY COMPANY
Jew ett, Barton, Leavy & Kern, Local Agents
Lewis Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Shell Oil Company, in the amount of $3,563.58, against the estate of the late Harold Blake, for petroleum products furnished in connection with the paving of the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West (Interstate Avenue), in Multnomah County, being State Highway Contract No. 2092.

Inasmuch as you are the surety named for protection of claimants against this job, we are forwarding you herewith, for your information and attention, a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

MBL

cc - Estate of Harold Blake
400 N. Thompson Street
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
JUL 26 1939
OREGON
STATE HIGHWAY COMMISSION

Jul, 25, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Shell Oil Company for $503.58 against the bond taken from Harold Blake, principal, and Glens Falls Indemnity Company, surety, for work on the Columbia Boulevard in Multnomah County, contract No. 2092, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:M
enc. 3

RECEIVED
JUL 26 1939
STATE HIGHWAY COMMISSION

July 24, 1939

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products in the sum of $3563.58 against the bond taken from Glens Falls Indemnity Company by Harold Blake, principal, for the work of paving on Columbia Boulevard in Multnomah County, Oregon State contract 2092.

This notice is being filed with you in accordance with provisions of chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs. Will you kindly acknowledge receipt of this claim, stating that it has been properly filed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

ORIGINAL SIGNED BY
FRANK J. HURNER

RER:GC

FRANK J. HURNER
Division Credit Manager

cc-Oregon State Highway Commission, Salem
cc-Glens Falls Indemnity Company, Glens Falls, New York
cc-Mr. Amort

COPY

SHELL OIL COMPANY

1220 S. W. Morrison Street
Portland, Oregon

July 24, 1939

State of Oregon
Mr. Earl Snell
Secretary of State
Salem, Oregon

Gentlemen:

Notice is hereby given that the undersigned, Shell Oil Company, Incorporated, has a claim for petroleum products in the sum of $3563.58 against the bond taken from Glens Falls Indemnity Company by Harold Blake, principal, for the work of paving on Columbia Boulevard in Multnomah County, Oregon State contract 2092.

This notice is being filed with you in accordance with provisions of chapter 280, Oregon Laws 1931, which covers the procedure for filing claims against bonded contract jobs. Will you kindly acknowledge receipt of this claim, stating that it has been properly filed.

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Frank J. Hurner
Division Credit Manager

RER:GC

RECEIVED
MAY 3 - 1939
FOR FILING

7A 160-A-1

May 2nd, 1939

Harold Blake Estate
400 North Thompson Street
Portland, Oregon

Attention: Mr. Pennepacker.

Dear Sir:

In answer to your letter concerning the ownership of steel rails salvaged on Contract No. 2092, Interstate Avenue, I beg to advise that the State Highway Department considers they were the owner of these rails for the following reasons:

The City of Portland has an agreement with the traction company concerning the abandonment of track on streets within the city. The State Highway Department when they accepted the improvement of Interstate Avenue were granted all the rights accruing to the city under this contract.

We notified the traction company to remove the rails, which they refused to do; and therefore, we consider that they technically abandoned the track which then became the property of the State Highway Department. I believe we can quote as a precedent our procedure on Fourth Avenue where the rails reverted to the State Highway Department and the contractor paid us a certain salvage value in his bid.

Our attorney advises that either you should have removed the rails for their salvage value or else credited us with the salvage value of the rails, as he considers it illegal for us to pay for the cost of removing the rails by force account and then allow you to profit from the sale of the rails.

Very truly yours,

State Highway Engineer

R

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND, OREGON

RECEIVED
APR 26 1939
STATE HIGHWAY COMMISSION

April 22 1939

[illegible] 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon..

Subject:
Steel Rails Salvaged
Contract No.2092
Interstate Avenue..

Dear Sir:

We note that you have made a deduction of $167.63 from our force account charges for the removal of car tracks and pavement - your Order for Extra Work No.3 - this deduction being the amount of the salvage when we sold the rails to the junk company.

The resident engineer - Mr. A. B. Dean - takes the stand that these rails were abandoned by the Portland Traction Company, in a letter on the subject to Mr. Collier on Feb 22 1939.

On October 24th 1938, Mr. Rossiter of the Traction Company told the writer that these rails were no part of the deal with the State Highway Department, that they had not abandoned the rails. Mr. Rossiter stated that they were free to do as they pleased with the rails and that we could have the rails as they did not wish to have a truck on duty to haul them away.

We are writing to you direct in this matter in as much as you were on the ground and talked with Harold Blake in regard to this force account order.

Thanking you for your consideration in this matter, we are

Yours very truly,

HAROLD BLAKE ESTATE

By Frank Penepacker
Frank Penepacker........

7a.160-a-1

NOTED
tate Highway Engineer

R H Baldock

April 24th, 1939

COST ANALYSIS-FINAL REPORT

Columbia Blvd.-Harding Ave.
Contract No. 2092
Harold Blake, Contractor

Pacific Highway West
Prefix 26-1032
A. B. Dean, Resident Engineer

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$894.64	All				$2,000.00
Trench Excavation	637.56	706.4	Cu. Yd.	0.90	1.10	777.04
Excavation, Single Class	8,599.37	27,189.5	" "	0.31	0.28	7,666.32
Truck Haul	6,253.13	31,748	Yd. Mi.	0.197	0.11	3,492.28
Removal of Old Pavement	865.54	7,952.4	Sq. Yd.	0.11	0.24	1,908.58
" " " Sidewalks	217.31	2,872.7	" "	0.08	0.12	344.72
" " " Curbs	210.19	8,017	Lin. Ft.	0.03	0.06	481.02
" " " Catch Inlets	42.00	21	Each	2.00	2.00	42.00
Hand Placed Rock Slopes	28.95	57.9	Sq. Yd.	0.50	0.50	28.95
Adjusting Manholes	231.41	26	Each	8.90	10.00	260.00
" Catch Inlets	23.15	5	"	4.63	5.00	25.00
8" Sewer Pipe	520.72	1,821	Lin. Ft.	0.29	0.45	819.45
12" " "	188.98	350	" "	0.54	0.60	210.00
15" " "	90.23	124	" "	0.73	0.77	95.48
Extra for Installing Pipe under Pavement	212.50	425	" "	0.50	0.50	212.50
Concrete Catch Inlets	562.00	41	Each	13.71	15.00	615.00
" Curbs	1,597.79	130.86	Cu. Yd.	12.21	14.30	1,8~~17~~71.30
" Sidewalks	2,406.41	2,677.7	Sq. Yd.	0.90	1.00	2,677.70
" Driveway Aprons	1,165.03	944	" "	1.23	1.30	1,227.20
Class "B" Concrete	568.76	50.76	Cu. Yd.	11.20	12.25	621.81
" "D" "	280.99	15.98	" "	17.58	18.00	287.64
Metal Reinforcement	79.20	2,263	Lb.	0.035	0.04	90.52
4"-0" Gravel in Subbase	8,869.46	9,906	Cu. Yd.	0.89	0.68	6,736.08
¼"-0" Screenings in Footpath	141.00	94	" "	1.50	1.70	159.80
Sand Cushion	1,154.36	938.5	" "	1.23	0.95	891.58

Columbia Blvd.-Harding Ave.

Item	Cost	Quantity	Unit	Unit Cost	Unit Bid	Gross Revenue
Portland Cement Conc. Pave.	$64,132.57	48,523.24	Sq. Yd.	1.32	1.45	$70,358.70
5" Conc. Safety Islands	4,486.95	2,723.1	" "	1.65	1.84	5,010.50
6" " " "	10,509.26	6,451.3	" "	1.63	1.68	10,838.18
3/4" x 7" Expansion Joints	242.20	2,822.9	Lin. Ft.	0.086	0.09	254.06
3/4" Exp. Joints in Islands	21.12	274.2	" "	0.077	0.08	21.94
3/4" x 2" Exp. Joints in Pave.	328.76	11,092.4	" "	0.03	0.03	332.77
½" x7" " " " "	536.21	8,010.2	" "	0.067	0.07	560.71
½" " " " Islands	126.14	2,243.5	" "	0.056	0.06	134.61
Contraction Joints	580.00	25,162.5	" "	0.023	0.02	503.25
3/4" x 24" Dowel Bars	2,559.88	26,340	Each	0.097	0.085	2,238.90
3/4" x 6" " " Pins	228.34	3,379	"	0.067	0.06	202.74
Tie Bars	583.15	14,588.5	Lb.	0.04	0.03	437.66
Class B Asph. Conc.	6,123.74	1,411	Ton	4.34	4.25	5,996.75
Cutback Asph. Wearing Surf.	4,377.50	1,030	"	4.34	4.25	4,377.50
Force Account	1,400.83					1,402.51
	$131,966.61					$136,235.07

Gross Revenue	$136,235.07
Total Cost	131,966.61
Net Profit	$4,268.46

Net Profit Equals 3.1% of Gross Revenue

Columbia Blvd.-Harding Ave.

Detail of Cost

Labor:

Supervision (Superintendent & Timekeeper)	$1,166.66	
Labor	35,971.68	
State Industrial Accident Insurance 5½%	1,770.70	
Unemployment & Social Security Insurance 4%	1,287.78	$40,196.82

Materials:

Portland Cement	13,851 bbl. at $1.50	$20,776.50	
Ready Mix Concrete Std. Mix (5.5 sk. mix)	736.42 cu. yd. at 4.50	3,313.89	
" " " High Early (6 sk. mix)	1,282.52 " " " 4.85	6,220.22	
" " " Class "D" (7.3 sk. mix)	15.98 " " " 5.25	83.90	
" " " White Cem. (6 sk. mix)	313 " " " 9.85	3,083.05	
White Cement	299 bbl. at 7.25	2,169.93	
Mineral Aggregate	11,467 cu. yd. at 0.65	7,453.55	
4"-0" Gravel in S.P. on Job	9,906 cu. yd. at 0.25	2,476.50	
¼"-0" Screenings (Albina plant)	94 " " " 0.60	56.40	
Sand for Cushion Course " "	938.5 cu. yd. at 0.65	610.03	
8" Sewer Pipe	1,821 lin. ft. at 0.15	273.15	
12" " "	350 " " " 0.32	112.00	
15" " "	124 " " " 0.50	62.00	
Dowel Bars 3/4" x 24"	26,340 ea. at 0.075	1,975.50	
Dowel Pins 3/4" x 6"	3,379 " " 0.016	54.06	
Sleeves	3,096 " " 0.02	61.92	
Contraction Joints ¼" x 2"	25,108.7 lin. ft. at 0.011	276.19	
3/4" x 7" Expansion Joints	2,822.9 " " " 0.067	189.13	
3/4" Exp. Joints in Islands	274.2 " " " 0.059	16.18	
3/4" x 2" Exp. Joints in Pavement	11,069.2 " " " 0.016	177.11	
½" x 7" " " " "	7,991.2 " " " 0.05	399.56	
½" " " " Islands	2,248.5 " " " 0.04	89.94	
Reinforcing Steel	16,948.5 lbs. at 0.0251	425.40	
Class B Asphaltic Concrete	1,411 tons at 2.51 at Kern & Kibbe plant	3,541.61	
Cutback Asphaltic Wearing Surface	1,030 tons at 2.51 at Kern & Kibbe plant	2,585.30	56,483.02

Equipment Rental & Misc. Supplies:

Equipment Rental (owned) Including Repairs		$8,254.00	
Hired Equipment		1,360.00	
Hired Trucks (Including gas and oil)		8,682.75	
Gas, Oil and Grease		3,906.67	
Clamps, Bolts & Anchors for Curbs		168.94	
Reinforcing Mesh for 5" Islands		580.57	
Rental of Batching Plant Site		88.00	
Water (4 cents per bbl. of cement)		554.00	
Form Lumber & Mill Work		2,381.32	
Public Liability Insurance	2-3/4% of Payroll	1,021.30	
General Overhead and Office		3,906.42	
Misc. Supplies & Small Tools		3,041.04	
Bond	1% of Gross Revenue	1,361.98	35,306.99
	Total Cost		$131,986.83

Columbia Blvd.-Harding Ave.

REMARKS:

This contract was bid on June 15th, 1938; work was started July 28th, and completed December 19th. The work consisted mainly of the completing of the paving of Interstate Ave. to full width and the placing of concrete safety islands throughout the length of the job, a distance of 3.31 miles.

The excavation, consisting of 27,000 cubic yards of single class material, was handled with a 1¼-yard Lorain shovel equipped with a skimmer bucket and the hauling was done with from 5 to 8 large hired trucks. As no embankment was required on the contract, the material was hauled from the job and most of it was used to widen the existing fill on Denver Avenue, a mile distant from the north end of the job. Costs were high on excavation due to the shallow depth of the material excavated from the center sections of the street which required constant moving of the shovel. Also the shovel used was old and in poor condition, and there was considerable breakdown time. However, the removal of old pavement, curbs and sidewalk was done at a profit as this work was done concurrently with the single class excavation. Only 48 hours of pavement breaking was required with a shovel equipped with a ball pavement breaker.

Part of the 4" - 0" gravel used for the subbase was secured from a gravel deposit owned by the contractor and situated ¼-mile from the south end of the job. The remainder was hauled from the Albina St. commercial gravel plant also owned by the contractor. The material from both these sources was stockpiled at the batch plant site which was situated on Interstate Avenue .7 of a mile from the south end of the job. The gravel was reloaded from the stockpile with a 3/4-yard shovel and hauled and placed. The average haul to the stockpile was 1.0 mile and from the stockpile to the road was 2.0 miles. The extra handling of the gravel at the stockpile increased the cost, and this item shows a considerable loss. The hauling cost, using hired trucks on an hourly basis, was $0.10 per yard mile.

The aggregate for the paving was hauled 1.3 miles from the Albina St. plant to the stockpile at the batching plant. A 3/4-yard Northwest shovel equipped with a dragline boom was used for batching and handling the various aggregates. The Portland Cement was hauled in bulk trucks from the contractor's commercial cement plant which was situated about 1.5 miles from the batch plant. A 7-sack Koehring mixer was used for the paving. 252 hours mixing time was required to lay the 64,132 sq. yds. of pavement, an average of 254 sq. yds. per hour. The profit which was made on the paving and other items requiring concrete was largely due to the extremely low prices on materials available to the contractor through his own supply firms.

There were two types of 5-foot safety islands, one being 6" in thickness and the other 5". The 6" islands were placed on newly paved areas, and they were laid on a gravel subbase. The 5" islands were placed on top of old pavement and steel fabric was used for reinforcement. Both types required a top course of white cement 2 inches thick. On the greater part of the 6" islands the grey cement base was constructed of Ready Mix, and the white cement top was mixed on the job with the large mixer. An average of 265 lin. ft., or 158 sq. Yds, ~~ft.~~, were laid per hour. Both base and top of the 5" islands were constructed of Ready Mix. The costs of each type of island were about the same, as the 6" islands required preparation of base, whereas the cost of the reinforcing wire mat was included in the price bid for the 5" islands.

Columbia Blvd.-Harding Ave.

Remarks - Continued.

The asphaltic concrete was purchased from the Kern & Kibbe plant, and the average haul was 3-3/4 miles. The price of the material was $2.51 at the plant, but hauling and laying costs were high. The trucks used were hired on an hourly basis, and some time was lost due to traffic. Also a considerable amount of the total tonnage was used for patching which held up the hauling trucks as well as the street equipment.

The contract shows a small profit due principally to low material prices and good supervision.

E. H. Clymer
Cost Analyst

By . . V. R. Jones

RECEIVED
APR 22 1939
FOR FILING

7a 160-9-1

April 22, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2092, for the construction of the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West (Interstate Avenue) in Multnomah County, has been completed by the contractors, Estate of Harold Blake, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 2,1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $136,235.07, including the final payment. Of this amount $1,402.51 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by E. McFarland.

RECEIVED
APR 14 1939

74-160-9-1

April 12, 1939

Mr. E. A. Collier
Division Engineer
State Highway Department
9200 S. E. McLoughlin Boulevard
Portland, Oregon

Dear Sir:

Responding to your communication of April 4, please keep the flares up until the lighting project has been completed on the safety islands on Interstate Avenue.

Very truly yours,

State Highway Engineer

RHB:HI

2-S-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
APR 5 - 1939
STATE HIGHWAY COMMISSION

REFERRED TO Mr Baldock
By Asst. State Highway Engineer

April 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Last fall you requested that flares be maintained on the ends of the safety islands on Interstate Avenue. We have maintained one flare at each end of the project and two flares on the small island near the fire station.

I believe these can be dispensed with April 15th. Please advise if this meets with your approval.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP

RECEIVED
APR 11 1939
OFFICE OF
TRAFFIC ENGINEER

RECEIVED
MAR 24 1939
FOR FILING

#2092

March 21, 1939

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: B. L. Butzback.

Gentlemen:

In response to your inquiry of March 21st you are advised that the Harold Blake Contract No. 2092, Columbia Blvd.-Harding Avenue Section in Multnomah County, was accepted by the Highway Commission on January 27, 1939.

Final payment has not yet been made in connection with this contract. The total amount paid to date is $132,111.43, and the retained percentage is $4,085.92.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2092

RECEIVED
MAR 23 1939
STATE HIGHWAY COMMISSION

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

March 21, 1939.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission,
Salem, Oregon

Re: BOND NO. 147375- HAROLD BLAKE

Dear Sir:

We were advised on January 23rd, 1939 that this contract in Multnomah County, Columbia Blvd.,-Harding Avenue Section of Pacific Highway West, Federal Aid project No. 160-A,3.3 miles paving, was completed December 12th, 1938; Accepted - Jan. 27th

As it is necessary for us to have the date of acceptance and the final total contract price including extras in order to make a premium adjustment, we would appreciate your advice on this subject.

Yours very truly,

B. L. Butzbach
PACIFIC COAST BONDING DEPARTMENT

BB EW

Pd. to date $132,111.43
Retained - $4,085.92

REFERRED TO
BY SECRETARY

RECEIVED
MAR 10 1939

March 9, 1939

GLENS FALLS INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the estate of Harold Blake on Contract No. 2092, Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, in Multnomah County. This payment will be made on or after March 19, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

RA:MBL

Form 338—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Feb. 25th. 1939, 193

Section Columbia Boulevard - Harding Street

Kind of work Paving.

Highway Pacific Highway West; Interstate Ave.

Section prefix 26 - 1032; F.A. 160 A (1)

Contractor Harold Blake

Contract number 2092

Date of contract June 22nd. 1938, 193

Date of completion Dec 31st 1938, 193

Date work started July 26th. 1938, 193

Estimated date of completion Dec 20th. 1938, 193

Amount of contract $139,114.50

Per cent of time elapsed 94.5 %

Estimated cost of completed project, exclusive of engineering $138,147.21

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $11,000.00, %

Date project was completed Dec 20th. 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The semi-final estimaje and accompanying maps and records were taken to the Salem office yesterday Feb. 24th.

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed R.B. Dean

Address 9200 McLoughlin Blvd. Port.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.311				
Miles partially completed					
Miles completed	3.311				
Total estimated quantities	30,000 cy			17,000 sy	59,500 sy
Estimated quantities moved or placed to date	30,000 cy			17,000 sy	59,000 sy
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	0				
Hours per shift	0				
Average force on project for week	0				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	Rain		

FORM 3-S-1 3M 10-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
FEB 25 1939
OREGON
STATE HIGHWAY COMMISSION

NOTED

February 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Mr. Dean is delivering to you today the Semi-Final Estimate for Interstate Avenue Paving Contract No. 2092. He has listed the items submitted with the Semi-Final Estimate. He has also submitted an explanation for over-runs and under-runs. This job has been finished well within the authorization.

As far as we know a single item remains unsettled between the contractor and the state. The contractor was given Extra Work Order No. 3 for the removal of streetcar tracks and pavement in the track area. The streetcar company had refused to remove the rails and could not be compelled to do so under their charter. The contractor removed the rails and sold them. It appears to us that the state should be given credit on this Force Account fill for the money received for salvaging steel rails and this has been shown as a deduction on the bill. The contractor, on the other hand, claims the rails were given to him by the streetcar company and are his property and that no such deduction should be made.

You will note on the Quantity Summary Sheet, we have left an item of $1,000 under "Contingencies" to complete the project. This will cover state force work order to widen pavement at Holmberg's and maintenance of flares on the island at the ends of the project during the past winter months. These flares are still being maintained under orders from Mr. Baldock to have them kept in place until he has a chance to observe conditions some night.

The City Engineer usually requests a print of our final constructed job and I suggest a print be made and sent him of the tracing showing map, profile and details and a printof the two tracings showing safety islands.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
S. H. Probert

FORM 5-S-1 2M 10-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
FEB 23 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

26-1032

February 22, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith two bills from the Bureau of Water Works, Portland, for the expense of relocating water facilities along Interstate Avenue, made necessary by the work done on Contract No. 2092. One of these bills covers the months of July, August and September and totals $1713.73. The other covers the month of October and totals $226.76. These bills cover all the work done by the Water Department on Interstate Avenue.

Order for State Force Work No. 1 was written to cover this work. The authorization of $1,080, as originally estimated, proved inadequate, as the total of the bills is $1,940.49.

I am submitting four copies of each bill. If you need only three copies of the bill, please return one.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

RECEIVED
FEB 16 1939
FOR FILING

February 9, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer again to the matter of street railway track removal on Project FA 160-A (1), the Interstate Avenue Project in Portland.

We find that the statement made in our letter of February 2nd, to the effect that the Traction Company, by its franchise, is obligated to bear the expense of removing abandoned tracks, is not a correct statement. Under the franchise, the Company has the option of leaving the tracks in place and paving over them. It is the fact, therefore, that the Company cannot be compelled to pay for the removal of abandoned tracks.

The Company might have been forced to pave over the tracks in the instance with which we are concerned, but, under the conditions obtaining at the locations involved, such treatment would not have been satisfactory and could not have been accepted by either our Department or your Bureau.

The situation being as above stated, it appears to us that the track removal work performed by the contractor and paid for by the State qualifies as an item of expense eligible for federal participation.

We are enclosing a photostat copy of a printed copy of the Traction Company's franchise. The provision which governs in the situation to which this letter refers is encircled in yellow crayon.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER
Encl.

10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. MCLOUGHLIN
PORTLAND, OREGON

February 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

In answer to your letter of February 3rd concerning the franchise of the Portland Traction Company, will enclose herewith the following:

(1) Printed copy of the Portland Traction Company's franchise.

(2) Typed copy of certain sections relating to maintenance.

Will you please return to this office the printed copy of the franchise?

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

PY

TC

THE PORTLAND TRACTION COMPANY FRANCHISE PASSED BY THE COUNCIL DEC. 19, 1935

The City of Portland does ordain as follows:

- -

Section 11. Street Maintenance

(1) It shall be lawful for the Company to make all needful excavations in any of the streets, alleys, avenues, public places or grounds for the purpose of placing, erecting, laying or maintaining poles, conduits, or other supports with wires, conductors and cables, or repairing, removing or replacing the same; also for the laying, maintaining, repairing, removing, reconstructing or constructing new tracks by the placement of ties, rails or pavement. All such work of erecting, laying or maintaining pole lines, conduits or cables, constructing, removing or repairing or replacing ties, rails or pavement, or other structures in the street area, shall be performed under the supervision of the Council in accordance with the Charter provisions and ordinances of the City.

(2) All plans and specifications shall be prepared in accordance with the Charter provisions and ordinances and the work of erecting, laying or maintaining poles, conduits and cables, or constructing, reconstructing, removing or replacing rails, ties and pavement, shall be supervised by the Council or such officer of the City as the Council may designate. Whenever the Company shall disturb any of the streets, alleys, avenues and/or public highways or grounds for the purpose mentioned in this paragraph, it shall restore the same to good order and condition as soon as practicable without unnecessary delay, and upon failure to do so, the City or such officer of the City as the Council may designate, shall have the right to fix a time, which shall be reasonable, within which such repairs and restoration shall be completed, and upon failure of such repairs being made by the Company, the City shall have the right to make or cause to be made, such repairs which shall be at the expense of the Company.

(3) Nothing in this franchise shall be construed to prevent the City through its Council from constructing sewers, grading, paving, planking, repairing and/or altering of any street, alley, or avenue, or the laying down or repairing of water mains, or the construction of other public works by the City. All such work shall be done, if possible, in such manner as not to obstruct, injure or prevent the free use and operation of the lines of the Company, provided, however, that if any of the wires, cables, appliances, conduits, ties, tracks or structures of the Company shall be placed in any of the streets, alleys, avenues and/or public places or grounds of the City so as to directly interfere with the construction of any public improvement, whether it be the construction of a sewer, improvement of a street, or the laying of a water main, all such poles, wires, cables, appliances, conduits and structures shall be removed or replaced in such manner as shall be directed by the City or such officer of the City as the Council may designate, so the same shall not interfere with said public work of the City, and such removal shall be at the expense of the Company.

(4) The Company shall under the terms of this franchise either remove all abandoned tracks from the street area and restore the pavement of the street from which said tracks are removed, to conform to the pavement in the street, adjoining the area occupied by said abandoned tracks or pave over said abandoned tracks with such material and in such manner as may be prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten years. The method of procedure and the plans for construction shall be subject to the approval of the Council. Should the Company, with the consent of the Council, abandon any portion of the tracks maintained or laid down under the "Initial modernization plan" or hereafter laid down upon the city streets, the Council may at its option require the Company either to remove said tracks from the street, in which event the Company shall restore the pavement of the street from which said tracks are

removed, to conform to the pavement in the street adjoining the area occupied by said abandoned tracks, or pave over said abandoned tracks with such material and in such manner as prescribed by the Council; provided, however, that if such abandoned tracks are paved over, the Company shall keep such pavement in repair for a period of ten (10) years. If the City undertakes a general improvement from curb to curb of any of the streets upon which tracks have been abandoned and covered, the Company shall at its expense remove the rails, ties and old pavement from the track area and bring that portion of the street to proper subgrade as prescribed by the Council.

(5) The Company shall lay, maintain and/or replace such pavement along its street railway lines as then may be required of it by the provisions of the Charter of the City.

Privilege is granted the Company to make necessary disturbances in the streets, but provides for restoration of paving as directed and approved by the City Council. Further provision is made that the Company must restore the paving, in a manner satisfactory to the City, in all track areas to be abandoned under the initial, as well as the ultimate modernization program.

Section 12. Maintenance of Lines and Overhead Structures

(1) Whenever it becomes necessary to temporarily rearrange, remove, lower or raise the aerial wires, cables, or other apparatus of the Company for the passage of buildings, machinery or other objects, the Company shall, without expense to it, temporarily arrange, remove, lower or raise its wires, cables or other apparatus as the necessities of the case require, provided that this Section shall not apply to the City when engaged in the performance of any public work in which event it shall be incumbent upon the Company to make such changes as required by said public work at the Company's expense.

(2) Whenever it becomes necessary to trim trees in public places or streets for the proper operation of the lines and conductors of the Company, such trimming shall be done by competent employes of the Company after three days' written notice to the owner of such trees and upon application for and the granting of a permit from the City Council or such officers of the City as the Council may designate.

The Company is permitted to make necessary changes in overhead equipment and trim trees in all public places, when necessary to safety and protection of its overhead conductors. Such trimmings can be done by permission of the City Council and after due notice to the owners of adjacent property.

Section 25. Time of Commencement of Operation

(1) Initial Modernization Plan. The Company agrees that within one year from the effective date of this ordinance, it will purchase, place in operation and use the equipment and facilities heretofore described in the definition "Initial Modernization Plan"; but with reference to the repair of the street paving included in the track area of street railway lines to be abandoned as provided by said "Initial Modernization Plan" it is agreed that such repairs shall be completed within four years from the effective date of this ordinance under an orderly program to be agreed upon between the Company and the Council. In order to enable the grantee to continue operation of its existing street car and coach lines as may be necessary in gradually changing over to the adoption of the initial modernization plan, the grantee is hereby given the right and privilege for a period of one year from the effective date of this ordinance to continue to operate its street cars and coaches over the street railway lines and coach lines as the same may exist on the effective date of this ordinance.

(2) Ultimate Modernization Plan. During the first ten-year period immediately following the effective date of this ordinance, the Company agrees to set aside, as a capital reserve fund, seventy-five per cent of the net profits resulting from its

OREGON STATE HIGHWAY COMMISSION

operations hereunder and to expend such capital reserve fund from time to time as may be agreed upon by the Council and the Company in the further modernization of the Company's mass transportation system; it is the intent and purpose that the Company, provided funds are available therefor in the capital reserve fund, shall proceed on an orderly program over a period of ten years for a complete modernization of its mass transportation system.

The Company shall complete within one year from the effective date of the franchise, the initial program of modernization, involving the expenditure of $3,000,000.00, with the exception of repairs to street areas where tracks are abandoned and this restoration must be finished within four years. For a period of ten years from the effective date of the franchise, the Company must set aside 75% of its net income, as defined in the franchise, in a special capital reserve fund to be expended from time to time with the approval of the City Council for additional new facilities and equipment to the end that within that period the system will be completely modernized, provided sufficient funds are available.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

February 3, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Highway Engineer
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

We have received a request from the Bureau of Public Roads for additional information concerning the franchise of the Portland Traction Company, relative to the legal obligations of the traction company to remove abandoned car tracks on the Columbia Boulevard-Harding Avenue project.

There is enclosed herewith a copy of a letter from Mr. Lynch of the Bureau of Public Roads expressing the opinion that in event that the expense of removing the tracks should legally have been borne by the company, the work would not be eligible for federal participation. He suggests, however, that under the franchise the traction company may have had the option of permitting the tracks to be covered with a bituminous mixture and that under this provision the company could not have been compelled to actually remove the tracks.

It is requested that you investigate the franchise to see if such a technicality exists. We will appreciate advice on the matter at your earliest convenience.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. H. Milner/GS

cc Mr. C. B. McCullough
Mr. H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
FEB 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

February 2, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of February 1 answering ours of January 24 with respect to Extra Work Order No. 3 for removal of car tracks on Interstate Avenue, Oregon F.A.P. 160-A (1), your contract No. 2092.

In view of Mr. Probert's statement that the company's franchise provides that the expense of removing abandoned tracks shall be borne by the railway company, it appears that Section 40 of General Administrative Memorandum No. 39 precludes Federal participation. However, as we are not familiar with the exact terms of the franchise, it has occurred to us that the provision referred to may not require actual removal of the tracks, but may permit covering them with a bituminous mixture at the company's option, so that the company could not have been compelled to do the work which was necessary to satisfactorily complete the Interstate Avenue improvement.

Further information regarding this matter will be appreciated, but we believe no reimbursement can be made if the work done was a legal obligation of the company, even though it may have been impractical to compel its performance.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
FEB 1 1939
FOR FILING
160-A-1

February 1, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 24th, concerning Extra Work Order No. 3, in connection with Federal Aid Project 160-A (1), (Interstate Avenue Project).

The street railway company's franchise provides that the expense of removing abandoned tracks shall be borne by the railway company. However, the railway company, as you know, is on the verge of insolvency and is avoiding expense of this nature as far as possible. The company, therefore, refused to bear the expense and the city in turn refused to attempt a collection through the courts. This left us only the alternatives of meeting the expense from State and Federal funds, or of leaving the project in an unsatisfactory state. We accepted the first of these two alternatives.

Under the circumstances, we feel that the expense of removing the tracks and of repaving the track areas should be approved as participating items of expense.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO

FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

January 24, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 3, dated December 31, 1938, and covering the removal of street car tracks and track area pavement on Oregon Federal Aid Project No. 160-A (1), the Interstate Avenue Section, Portland.

It is noted these removals are at Denver Avenue, Killingsworth, Shaver and Russell, which are the same crossings mentioned in the fourth paragraph on page 46 of the special provisions pertaining to this project and which provides that these shall be removed by the Portland Traction Co.

As far as this work being done by the contractor under an extra work order is concerned, we believe this is permissible. However, as to whether Federal funds can be used depends on the franchise under which the Portland Traction Co. operates. It will be necessary for you to clear this up before approval can be given.

Attention is also called to the fact that your department advised this office that this contract was completed December 20, 1938, and our final inspection and acceptance was made December 27, 1938. You will note that the extra work order is dated eleven days after the project was completed and received in this office a month after completion of the project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JAN 31 1939
FOR FILING

January 30, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 25, 1939, concerning the work proposed under Extra Work Order No. 2, on Project No. FA 160-A (1), the Interstate Avenue Section.

Please be advised that no right of way consideration is involved in the proposed work for the reason that all portions of the lots listed in the extra work order, situated outside of the right of way lines, were likewise purchased by the State at the time the right of way was secured for the project. Accordingly, no work is to be done on privately-owned property.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE REFER TO
FILE No.

POST OFFICE BUILDING
PORTLAND, OREG.

RECEIVED
JAN 26 19

January 25, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 2 covering proposed work on Oregon F.A.P. 160-A (1), the Interstate Avenue section, Portland.

This work order provides for work outside the new right of way lines, and while we consider the work of obliterating these unsightly places necessary, the question as to whether this might be termed a right of way item arises. Will you please advise as to this feature. The order will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Approved Recommended: .... Division Engineer   Approved: .... State Highway Engineer

STATE PRINTING DEPT.

January 25, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Extra Work Order No. 2 covering proposed work on Oregon F.A.P. 160-A (1), the Interstate Avenue section, Portland.

This work order provides for work outside the new right of way lines, and while we consider the work of obliterating these unsightly places necessary, the question as to whether this might be termed a right of way item arises. Will you please advise as to this feature. The order will be held here pending receipt of your reply.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Caufield
Highway Engineer

Resident Engineer

Approval Recommended: Construction Engineer

Approval Recommended: Division Engineer

Approved: State Highway Engineer

STATE PRINTING DEPT.

[illegible] 24A 3M--11-36.

OREGON STATE HIGHWAY DEPARTMENT

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Columbia Boulevard - Harding Street
Date, Dec 6th. 1938, 193

Highway Pacific Highway West; Interstate Avenue
Contract No. 2092

County Multnomah
F. A. Project No. 160 - A (1)

Contractor Harold Blake
Order No. Two

Address 400 N. Thompson Street, Portland, Oregon.

The following work is hereby classified as "Extra Work," to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Breaking down basement walls, removing any excess concrete and filling basements, on thos properties where the new right of way lines passed through houses, leaving unsightly and dangerous holes adjacent to but outside of the right of way.

Location by station numbers:

Between Station 110 - 00 and 120 - 00

houses located on	Lots 17, 18, and 19	Block 2	Kenton
	Lots 7 and 8	" 42	"
	Lots 15, 16, and 17	" 42	"

Estimate of quantities and cost:

Estimated cost $125.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The excavation being carried to the right of way line, cut through the basements of three houses making unsightly places as well as dangerous to children playing in the district.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit six copies of the order to Salem. After approval of the order by the state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Total Original Authorizations $154,525.95

Total Authorizations to Date $154,525.95

Additional Authorization Requested . . . $ None

Additional Authorization Approved . . . $

Submitted by: A B Dean, Resident Engineer

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer

Approved: State Highway Engineer

STATE PRINTING DEPT.

FORM 500 5-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JAN 31
STATE HIGHWAY COMMISSION

January 30, 1939

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I am submitting herewith a State Force Work Order on Contract Project for the proposed driveway across the traffic island on Interstate Avenue and Michigan and for widening pavement in front of Mr. Holmberg's property at the same location. I am also attaching hereto a copy of the letter which I wrote to Mr. Holmberg. He agreed in writing to the provisions in this letter that the driveway should have one-way traffic only and that the construction of this driveway and widening of the pavement fulfills the state's obligation to him.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough ✓
John Beakey
Encl.

#157, [illegible]

NOTED
C. B. McCullough

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

January [illegible], 1939

Mr. Arthur F. Holmberg
3002 N. Michigan St.
Portland, Oregon

Dear Sir:

Mr. Beakey has approved the suggested revision of the driveway through the traffic island, so that it will now come opposite the driveway into your property. The Salem office has indicated they will approve orders to cut this driveway through the traffic island and to make the pavement two feet wider across the entire front of your property, providing it is understood (1): that the driveway is to be for one-way traffic only; i.e., from your property towards the west; (2): that the construction of this driveway and the widening of the pavement fulfills the state's obligation to you on account of the construction on Interstate Avenue and, in particular, this traffic island in front of your property.

Please sign the attached copy of this letter and return to me.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC Chas. D. Dolph, Attorney
2540 N. E. Union
Portland, Oregon

Encl.

The above provisions are agreeable to me.

Arthur F. Holmberg (Signed)

Jan. 28, 1939 (Date)

FORM S-S-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JAN 27 1939
OREGON
STATE HIGHWAY COMMISSION

January 26, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Your letter of January 25th received concerning the Extra Work Order on Interstate Avenue for removal of old streetcar tracks. At the time Special Provisions for the Interstate job were written up, we were aware of a provision in the streetcar company's franchise which required the company, when their tracks were abandoned, to repave the area or to remove the old ties and rails and repave at the option of the City Engineer. We supposed there would be no question about the City Engineer's requiring the streetcar company to remove rails. The city approved our plans, but I doubt if this provision was specifically called to the Engineer's, or Council's, attention.

It later appeared that neither the Engineer nor the Council were inclined to make the streetcar company take up their tracks, either on Sandy Boulevard or elsewhere, it being the opinion of the Engineer that a good enough job could be done by simply resurfacing on top of the tracks. When the time came to remove the abandoned sections of streetcar tracks on Interstate Avenue, we requested the streetcar company to do so and they refused. Their Chief Engineer, Mr. Pumfrey, was out of the city at that time, but apparently he had left instructions to that effect.

Mr. Baldock, Mr. Blake, Mr. Dean and I, on October 19th, met on the job and discussed this and Mr. Baldock authorized this to be done on Force Account.

Since our Special Provisions stated that the streetcar company would remove their tracks and this item was not included in the contract, the U.S.B.P.R. may refuse to cooperate, but it was an essential part of securing a good job. The contractor could not remove the pavement and rails in the car track area at his bid price for removing pavement. It appears to me that the contractor is entitled to Force Account and that Federal Aid would also be in order.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

P.S. Mr. Dean delayed preparing this order until Mr. Blake sent his bill. Will try to avoid delayed orders hereafter.

E. A. C.

FORM 2-A-1 8M- 9-38

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 28 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 25, 1939

Mr. E. A. Collier
Division Engineer
9200 S. E. McLoughlin
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Your attention is called to extra work order for Columbia Boulevard - Harding street section of the Pacific Highway West, Interstate Avenue.

The Bureau of Public Roads is inquiring why the work order was not sent in before December 31st since their reports indicate the job was completed on December 20th. Furthermore they refuse payment on the ground that our contract stated that the street car company would remove the tracks, and they request information as to how the street car company could escape their obligation in this respect.

Please furnish full information concerning the failure of the street car company to fulfill their obligation in removing these tracks (see page 46, paragraph 4 for specific provisions) if they have such an obligation.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF

CC To:

C. B. McCullough

FORM 2-A-1 SM 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

REC[illegible] JAN [illegible]
FOR [illegible]

1 2 - 2 - 1

January 24, 1939

NOTED
State Highway Engineer

Mr. E. A. Collier
Division Engineer
Portland Division Office
9200 S. E. McCloughlin
Portland, Oregon

Dear Sir:

Mr. McCullough and Mr. Beakey have approved your suggested revision of the intersection of Interstate and Michigan Avenues in the city of Portland.

I am returning herewith the map which you submitted.

Mr. Beakey wishes a definite understanding with Mr. Holmberg that the proposed driveway can not be used for two way traffic, as that would not fit in with the remainder of the layout.

If Mr. Holmberg clearly understands this, you may submit necessary construction orders to effect these changes and to do the work at a suitable time.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:FF
CC TO:

C. B. McCullough

FORM S-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
JAN 23
FOR FILING

January 21, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Your letter of January 14th received with a map from Mr. John Beakey concerning the island at the intersection of Interstate and Michigan Avenues.

I met Mr. Holmberg and his lawyer, Mr. Dolph, yesterday and showed them this map. Mr. Holmberg's property has a paved entrance at the location I have indicated in red and he would like to have the proposed driveway across the island made at the position I have indicated in red, rather than where Mr. Beakey had marked it in pencil. Please ask Mr. Beakey if this latter location will not be as satisfactory.

They also asked for a two foot widening along the 100 ft. frontage Mr. Holmberg owns. You will notice our island has occupied a two foot width of the east half of Michigan Avenue. I estimate the expense of making these alterations will be as follows:

(1)	Removal of curb	$30
(2)	Removal of safety island	40
(3)	New curb	70
(4)	New paving	80
	Total	$220

I am inclosing herewith the map.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough
Encl.

RECEIVED
FEB 7 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

RECEIVED
FEB 7 - 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. 160-A-1

January 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 160-A (1)
Interstate Avenue in Portland
, was made by
a representative of this office on December 27, 1938.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

B
Glenk

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 29, 1938

Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

I have conferred with Mr. Apperson relative to the Interstate Avenue lighting and believe that we are in agreement as to the details of this installation. We are now revising the plans and will submit them to the City for their approval as soon as possible. We hope to have this ready for letting on January 26.

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

GSP CM

NOT

FORM 8-E-1 1500 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 22

160-a-1

December 17, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith agreements covering the installation of a lighting system on Interstate Avenue in Portland. These have been signed by the City and are ready for presentation to the Highway Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc H. B. Glaisyer
C. B. McCullough ✓

RECEIVED
NOV 30 1938
FOR FILING

160-Q-1

GEORGE W. MEAD
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 30 1938
OREGON
STATE HIGHWAY COMMISSION

November 29, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Attention: Mr. H. B. Glaisyer, Secy.

Gentlemen:

I wish to thank you for your courteous letter dated November 28th referring to the petition filed with you by me in behalf of residents and owners of the property in the vicinity of Interstate Avenue and Webster Street, this city, protesting the closing of Webster Street.

Referring to the matter of whether or not a hearing is desired on Monday or Tuesday, December 19th and 20th, at Portland, please be advised that it is my understanding that no further action will be taken on the part of the objectors, and therefore there will be no appearance at the meeting in December.

I wish to thank you again for the courteous reply and opportunity which you provided for my clients to be heard.

Very truly yours,

George W. Mead

[illegible]

(4)

RECEIVED
FEB 21 1939
FOR FILING

16-2-1

November 28, 1938

Mr. George W. Mead
Attorney at Law
Public Service Building
Portland, Oregon

Dear Sir:

Your letter of November 16, directed to the Oregon State Highway Commission, 9200 McLoughlin Blvd., Portland, Oregon, inclosing a petition of residents and owners of property in the vicinity of the Interstate Avenue and Webster Street, Portland, protesting the closing of Webster Street, has been forwarded to me for acknowledgment.

It is noted that, if the Highway Commission intends to proceed with the construction as planned in the face of remonstrances, the residents desire a hearing.

Your letter was not received until too late to arrange for this hearing. The Commission regrets the circumstances. In the event that the people affected still desire to present a protest to the Commission in person, I shall be pleased to arrange for them to be heard.

The next regular meeting of the Commission is scheduled to be held on Monday and Tuesday, December 19 and 20, 1938, in the auditorium on the third floor of the Public Service Building, Portland. I shall be pleased to set a time for the appearance of your delegation if you will advise me whether or not it will be present.

Very truly yours,

Secretary

HBG:AM

GEORGE W. MEAD
ATTORNEY AT LAW
PUBLIC SERVICE BUILDING
PORTLAND, OREGON

November 16, 1938.

RECEIVED
NOV 17 1938
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 1

Oregon State Highway Commission,
9200 McLoughlin Boulevard,
Portland, Oregon.

Gentlemen:

Residents and property owners in the vicinity of Interstate and Webster Streets in this city desire to protest the closing of Webster Street for by the proposed parkway now under construction on Interstate Avenue.

I hand you herewith a petition signed by a few of these individuals who desire to remonstrate against the closing of Webster Street.

If it is intended to proceed with the construction in the face of the remonstrances the residents of this city desire a hearing so that their protests could be aired.

Very truly yours,

George W. Mead

PETITION

TO THE OREGON STATE HIGHWAY COMMISSION : The undersigned residents and property owners of property in the vicinity of Interstate and Webster Streets in the City of Portland, Multnomah County, Oregon, respectfully request that Webster Street be not closed at the intersection of Webster and Interstate Avenue by the proposed parkway now under construction, for the reason that the undersigned desire that Webster Street be kept open for the purpose of permitting ready egress and ingress to their properties.

NAME	ADDRESS
Peter Morrow	5109 N Maryland ave
A. J. Berg	5128 N. Maryland Ave
Hugh N. McCallum	5107 N. Montana ave.
[illegible]	5025 N. Montana
Mrs E L Eaton	5024 N Maryland Ave
Mrs. S F Wilson	1530 N. Webster St.
Oliver P. Applegate	1551 N. Webster
Peter B [illegible]	1615 N. Webster
John W Liddle	1645 N Webster
Carl W. Geiat	1657 N. Webster
M Carlquist	5017 N Concord ave
S. Vishker	1734 N Webster St.
M. Kralovich	1804 N Webster St.
Mrs [illegible]	1805 N Webster.
Otto Eathlund	1725 N Webster St
Geo B Ring	1646 N Webster
Grace M. Burton	1632 N. Webster St.
Goldie Francis	1604 - N. Webster St.

Raymond E. [illegible]	5105 N [illegible] Webster
Thea Bloomgren	2006 N. Webster
Mrs. Anna Hansen	2014 N. Webster
[illegible]	2034 N Webster St
Warren S. Smith	2050 N. Webster St.
Mrs. F. [illegible]	2043 N. Webster
Mrs Charline McGeorge	2035 N. Webster
Mrs. James A. Bradley	2015 N. Webster St
Mrs. F. Jamison [illegible]	1830 N. [illegible] St
Marian L. Olsen	1822 N. Webster St
Muriel Penketh	1427 N. Webster St
Katherine Elliott	1410 N. Webster St
Grace L. Stead	5004 N. Interstate
E J Everett	1153 North Humboldt St

FORM 5-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 29 1938
FOR FILING

160-R-1

November 26th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

NOTED
E. B. McC.

Dear Sir:

In the matter of Mr. Beakey's letter of November 23rd, concerning the island at the intersection of Interstate, Michigan and Morris Streets in Portland, it occurred to me that the owner of the tavern could accomplish his purpose by making a driveway from his lot onto Morris Street.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
John Beakey

FORM 5-S-1 500 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
NOV 28 1938
FOR FILING

November 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Order for State Force Work on Interstate Avenue to cover maintenance of four flares as requested by Mr. Baldock, until such time as the overhead system is installed.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PR
Encl.

cc Mr. R. H. Baldock

FORM 2-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
NOV 26 1938
FOR FILING

RECEIVED
1938
COMMISSION

NOTED

November 25, 1938

160

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The safety islands on Interstate Avenue were all completed a few days ago and installation of reflector buttons is nearing completion. There are a few of the small reflector buttons in the sides yet to be installed. All of the reflectors at the cross streets and at the ends of the islands have been installed. I noted last night the reflection from these was quite effective.

As requested, we are maintaining four flares, one at each end of the project and two on the small safety island near the fire station. I am submitting to Mr. Smith Order for State Force Work to cover maintenance of these flares for the next four months. I plan to have our section crew inspect and clean these reflector buttons once a week and to have the sign crew replace any broken ones promptly.

The stripe painting crew plan to start work today on this street and should have the stripes in shortly, if this dry weather holds.

Contractor Blake has one short piece of retaining wall to pour, and some clean-up to do throughout the job. He has a very few places where thin resurfacing has scaled off the concrete, and he has one small offset in the old concrete not yet patched out. He expects to do these immediately.

Very truly yours,

E A Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:PR

cc Mr. H. G. Smith
Mr. J. N. Bishop

P.S. Mr. Roy Burch just advised me that Widdows will start striping Monday.

FORM [illegible]-1 3M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. W. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 25 1938
FOR FILING

November 23, 1938

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to Mr. Collier's letter of November 17 transmitting a request from Mr. A. F. Holmberg that the island at the intersection of Interstate, Michigan, and Morris be revised.

I do not note anything in Mr. Holmberg's letter concerning the widening of Michigan Avenue, but I note that Mr. Collier states that Mr. Holmberg requests either the revision of the island or the widening of Michigan Avenue.

Apparently, Mr. Holmberg's objection is that north-bound traffic cannot stop at his place and then proceed north without going around the block, not around eight blocks as stated in his letter. In order to accomodate this traffic, it would be necessary under his plan to cut off at least 60 feet of the island and this would destroy the channelizing effect of the island insofar as south-bound traffic on Michigan Avenue is concerned. Regardless of Mr. Holmberg's request, widening of Michigan Avenue in front of his place would be advisable, but I do not see how this would in any way relieve the situation of which he complains.

If any revision is made in the island, I would suggest that an alley-way be provided through the island rather than to cut off the entire north end of it. An arrangement of this kind would not interfere with the channelizing effect of the island, and would, I believe, accomodate Mr. Holmberg. However, it is hardly a good precedent to set although I believe this particular case is different from most of the others along Interstate Avenue.

Inasmuch as I do not have the final say in this matter, I am addressing this letter to you rather than to Mr. Holmberg as suggested in your letter.

Very truly yours,

John Beakey
Traffic Engineer

JB:JJ
cc. E. A. Collier
R. H. Baldock

FORM 9-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 25 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nov. 22, 1938.

Mr. John Beakey,
Traffic Engineer,
Shops.

Dear Sir:

Attached herewith letter and sketch from Mr. F.A. Holmberg, 1606 N. Interstate Ave., Portland, Ore., voicing serious objection to traffic island at the Northeast intersection of Interstate Ave. and Morris St.

Will you please make reply direct to Mr. Holmberg. For your use in doing so we are attaching blue print with section involved outlined in orange.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM 5-8-1 1M 4-33

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

November 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Attached hereto you will find a letter from Mr. A. F. Holmberg and a sketch showing his property at Interstate Avenue and Morris.

The concrete traffic island in Michigan Street at this intersection has been constructed and the owner feels that it is injuring his access to Interstate Avenue and will materially reduce the number of patrons for his eating place and parking lot. When he called at the office, he suggested that we either cut off the north end of the island or do some additional paving of the existing parkway strip in front of his property.

Will you please have Traffic Engineer, Beakey, investigate and make report.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:PR
Encl.
cc Mr. R. H. Baldock ✓
Mr. John Beakey
Mr. A. F. Holmberg

S

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon F.A.P. 160-A (1)
Columbia Blvd.-Harding Avenue section
Pacific Highway West

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jor

C. B. McCullough

Appr. 36079

Form P. R. 2

State Oregon

Federal Aid Project No. 160-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 6th day of May, 1938, a project statement, which was approved by the Secretary on the 11th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 31st day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of ninety-three thousand, three hundred fifty and 00/100 dollars ($93,350.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

C. E. [illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 104+02.7 on North Denver Avenue at the south end of the concrete viaduct over NE Columbia Blvd. in Portland, and survey station 279+70 on Interstate Avenue, near Harding Avenue, in Portland, length 3.311 miles, in Multnomah County, being Section A(1) of Oregon Federal Aid project No. 160, consisting of 3.311 miles of roadway and no bridges, each of more than 20 feet clear span. of ~~a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of ninety-three thousand, three hundred fifty and 00/100 dollars ($93,350.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifty-three thousand, twenty-one and 00/100 dollars ($153,021.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

8—5518

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of OCT 21 1938, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Fouvelle

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 160-A(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 153,021.00 as the total estimated cost of said project, and the sum of $ 93,350.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 21 1938

one thousand nine hundred and ______

Secretary of Agriculture,

By H.J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 2-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 7, 1938

16

Mr. L. G. Apperson
City Engineer
Portland, Oregon

Dear Sir:

The Bureau of Public Roads has indicated their approval of a project for the lighting of that section of Interstate Avenue in Portland on which widening and resurfacing operations are now in progress. This section extends from the intersection of Interstate Avenue and Harding Avenue north along Interstate Avenue and its extension to the intersection of Denver Avenue and North Argyle Street.

The improvement on this project provides a raised center parting strip, except in the section adjacent to the fire station between Killingsworth Street and Emerson Street. Except in this section, poles will be placed in the center parting strip at appropriate spacing supporting mast arms and luminaires. The general arrangement is shown on our Drawing No. 2537-A, attached. In the section adjacent to the fire station the poles will necessarily be placed on the outside of each lane. Adequate lighting requires 244 fixtures and 130 poles; 114 of these poles carry double fixtures and 16 single fixtures. Spacing varies according to the intersecting streets but averages approximately 142 feet.

This department has made extensive tests of the new street lighting fixtures now available. On account of the affect of the yellow light on adjacent property sodium lights are not considered suitable on this section. There are two general types of incandescent fixtures which appear to be most suitable. These are represented by the G. E. Form 86 and by the Westinghouse Hi-Lux. These fixtures give practically identical distribution and quantity of light and either of them will provide adequate illumination at the spacings provided. This is our first highway lighting project and we propose to use each of these two general types on the two halves of the project.

We are using a mounting height of 30 feet above the pavement which complies with the I.E.S. highway lighting code as to height-spacing rates. The mast arms are to be 8 feet in length placing the luminaire approximately 6 feet from the roadway curb. The fixtures are arranged for asymmetrical light distribution and give approximately equal light across the width of the traffic lanes. Each fixture carries one 4,000 lumen (approximately 235 watt) lamp.

In addition to the street lighting we will place approximately 34 traffic warning lights in the curbs of the center parting strip at the side street intersections. These warning lights have 1,000 lumen (approximately 65 watt) lamps.

We propose to use three series circuits giving each circuit a capacity of approximately 25 kilowatts. The traffic warning lights will operate from the street light circuits through isolating transformers so that no high voltage is below the street light level.

The plans and estimates are not yet completed, however, the installation cost will be approximately $25,000. This will be financed through state and federal funds. The operation and maintenance costs are estimated as follows:

244 - 4,000 lumen 6.6 amp. street lamps
34 - 1,000 lumen 6.6 amp. warning lamps

	Per Annum	Per Month
Cost of power at $0.02/K.W.H.	$5,711.52	$ 475.96
Cost of lamp replacements	712.64	59.39
	$6,424.16	$ 535.35

These estimates are based on 4,380 hours per year, an average of 12 hours per day.

Before this project can be started it is necessary that an agreement be reached with the City of Portland whereby the City takes over the maintenance and operation of the lighting system after construction. I would ask that you present the matter to your commission and advise me of a convenient date to go over the project in detail.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP CM

cc R. H. Baldock
C. B. McCullough ✓

FORM S-T-1 5M 6-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

1625-12-1

November 7, 1938

Mr. G. S. Paxson
Bridge Engineer
O f f i c e

NOTED
te Highway Engineer

Dear Sir:

The attached is an estimate for installing lights in the centers of the intersections on Interstate Avenue, and is for inclusion in the total lighting estimate. There is also attached, a list giving the stationing of the units and where we propose to take power for their operation.

The costs may be reduced in some instances where it may be possible to change the location of the poles.

The estimate does not include the additional transformer that will be necessary by reason of the extra load, nor does it provide for flashing the intersection units. By reason of the series circuit, we have not yet devised a method to flash the intersection lights.

Very truly yours,

J. B.
John Beakey
Traffic Engineer

JB:JJ
Attach.
cc. R. H. Baldock

ESTIMATE OF CURB LIGHT UNITS AND CONDUIT

FOR INTERSTATE AVENUE

Name of Street	Station of Unit	Station of Power Source	Feet of Conduit Required
Denver Avenue	107+02	107+04	64
Willis Street	109+58	110+02	80
McClellan	115+65	115+90	60
Kilpatrick	120+71	121+65	130
Kilpatrick	122+07	121+65	46
Watts	126+01	126+30	64
Winchell	127+05	126+30	79
Winchell	128+62	129+34	108
Farragut	133+79	133+60	54
Baldwin	134+53	133+60	77
Russett	136+39	136+60	56
Russett	137+03	136+60	47
Stafford	142+32	141+81	87
Buffalo	146+72	146+04	104
Highland	169+13	168+30	119
Simpson	182+37	182+93	92
Jessup	187+60	187+40	56
Church	190+19	190+40	56
Killingsworth	192+95	193+10	51
Emerson	198+64	198+67	39
Sumner	200+59	201+42	78
Sumner	201+00	201+42	45
Webster	203+19	202+80	75
Webster	203+60	202+80	44
Humboldt	208+40	208+50	45
Humboldt	208+78	208+50	32
Wygant	211+00	211+50	86
Blandena	213+95	214+50	91
Prescott	219+12	218+70	78
Mason	227+93	227+95	39
Stanton	268+02	268+50	84
Graham	271+30	271+55	61
Knott	274+70	274+63	42
Russell	277+74	277+72	39

ESTIMATED COST OF INSTALLING CURB LIGHT UNITS ON INTERSTATE AVENUE, PORTLAND, OREGON

November 4, 1938

Item	Unit	Number	Unit Cost	Total Cost
Curb Lights	one	34	$ 30.75	$ 1,045.50
Transformers	one	27	15.00	405.00
Service heads 3/4"	one	27	0.38	10.26
Conduit 3/4" gal.	100 ft.	23.08	7.93	183.03
2 #14 S.C. (all rubber)	1000 ft.	2,500	$ 26.20	65.50
Alternates				
2 #14 L.C. (code)	1000 ft.	2,500	31.30	
2 #14 L.C. (30%)	1000 ft.	2,500	33.70	
2 #14 L. C. (60%)	1000 ft.	2,500	35.40	
Trench excavation and patching for conduit	ft.	1,351	1.00	1,351.00
Misc. labor (2 men and truck)	hrs.	100	2.50	250.00
		Total		$ 3,310.29
		10% Contingencies		331.03
		Grand Total		$ 3,641.32

The above estimate is subject to variation in the type of wire used and trench excavation and patching for conduit. The latter can be reduced if the installation is made prior to the pouring of the additional parts of the safety islands and/or if jacking proves practical under the governing conditions.

FORM 2-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

9200 S. E. McLoughlin
November 3, 1938

16-7-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

I have requested Mr. Widdows to have his crew start placing reflector buttons in the safety islands on Interstate Avenue. Safety islands which have been omitted at some of the cross-streets the past month will be placed in the very near future, but in accordance with your request, we will maintain flares on these safety islands until you have had an opportunity to inspect them at night. The contract plans provide for reflector buttons in these islands, facing the intersecting streets. If lights are to be placed in addition, I suggest that this work be pressed vigorously.

The use of flares for any extended period is unsatisfactory, on account of the large number of them which are stolen. In particular, on this project where there are a number of local opponents, it will be difficult to maintain flares. Some of the local residents have already threatened to do everything in their power to discredit the safety islands and secure their removal.

Last week I also asked Mr. Widdows to see if the reflector buttons to be used on these intersecting streets are on hand, and to start installation as soon as the islands have been placed.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC W. O. Widdows
A. B. Dean

RECEIVED
NOV 1938
FOR FILING

160-a-1

November 3, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to correspondence relative to the proposed lighting of Interstate Avenue, Portland, and particularly your communication of October 27.

The State of Oregon agrees to extend the lighting to Vancouver bridge as soon as the improvement from Harding and Denver Avenue to Vancouver bridge has been made, the improvement to consist of a four-lane highway. It would not be considered advisable to provide the lighting until this section has been constructed.

Very truly yours,

State Highway Engineer

RHB:HI

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am returning herewith a letter from the Bureau of Public Roads approving the lighting of the Columbia-Boulevard-Harding Avenue Section (Interstate Avenue) in Portland. I note that this approval is conditioned upon our agreeing to the extension of the lighting to the Interstate Bridge. I presume that you will want to answer the Bureau of Public Roads regarding this extension.

Very truly yours,

GS Paxson
G. S. Paxson
Bridge Engineer

GSP CM
Attached

NOTED
G. S. Paxson

RECEIVED
OCT 28 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 160-A (1)

October 27, 1938.

RECEIVED
OCT 31 1938
OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Reference is made to previous correspondence and particularly to your letter of October 24, 1938, relative to the proposed lighting of Interstate Avenue in Portland.

This project has been reviewed from the standpoint of Federal participation in the cost of lighting Federal Aid Project No. 160-A (1), and if the State will agree to the further lighting from the extension of this avenue to the Vancouver Bridge, we will participate in the cost of the lighting proposed as a part of our participation in the improvement of Interstate Avenue as a whole.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Hwy. Engineer

s

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

FORM 2-6-1 1M 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

9200 S. E. McLoughlin
November 3, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith a copy of the officer's report on the safety island on Interstate Avenue, together with a copy of my letter to the Department of Public Safety.

Also enclosed herewith is a protest signed by Mona L. Johnson, to whom I have made a similar answer.

Very truly yours,

EACollier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl. - 4

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

No.

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

9200 S. E. McLoughlin
November 3, 1938

Department of Public Safety
Bureau of Police
209 S. W. Oak
Portland, Oregon

Gentlemen:

Received a copy of a complaint, dated October 31st, from Sergeant R. L. Oesch, #12, concerning the traffic hazard on Interstate Avenue.

The safety island down the street is being constructed in accordance with plans which have been approved by the City Council as well as by the Federal Bureau of Public Roads and the State Highway Commission.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

2.30 P M

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC SAFETY
BUREAU OF POLICE

OFFICER'S REPORT

No.______

SUBJECT Complaint

CAPTAIN Epps

Oct. 31, 1938 193

TRAFFIC HAZARDS
On Interstate

The new pavements on Interstate Ave has a dividing ramp running down the center of the street; this is all right to keep traffic in the proper channels, but at Knott, Graham, Stanton and Blandena Sts no provision has been made for cross traffic; this ramp is about 6 inches high, and is going to cause a lot of wrecked cars trying to cross this street at the above named crossings

Sgt R L Oesch, #12, Day

---

construction on Interstate Avenue at N. Stanton.

The safety island is being constructed in accordance with the plans which have been approved by the City Council, as well as by the Federal Bureau of Public Roads and the State Highway Commission.

I am referring your letter to the Salem office.

Very truly yours,

3517 N E 59th Ave

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

9200 S. E. McLoughlin
November 3, 1938

Mona L. Johnson
3317 N. E. 59th Ave.
Portland, Oregon

Dear Madam:

Your letter of November 2nd received concerning construction on Interstate Avenue at N. Stanton.

The safety island is being constructed in accordance with the plans which have been approved by the City Council, as well as by the Federal Bureau of Public Roads and the State Highway Commission.

I am referring your letter to the Salem office.

Very truly yours,

3317 N E 59th Ave.

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

Portland, Oregon
November 2, 1938

Oregon State Highway Commission,
Portland, Oregon.

Gentlemen:

The undersigned, Mona L. Johnson, owner of the following described real property situate in the City of Portland, County of Multnomah, State of Oregon, to wit:

Lots 5 and 6, Block 4,
PROEBSTEL'S ADDITION

hereby protests to the construction of anything which will either obstruct or impede traffic at the intersection of Interstate Avenue and North Stanton Street. The above mentioned described real property is situate on the Northeast corner of said intersection and is improved with a service station, under lease and operated by Gilmore Oil Company.

Respectfully submitted,

Mona L. Johnson
3317 N E. 59th Ave
Portland
Ore

FORM 5-8-1 500 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
OCT 26 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

26-1032

9200 S. E. McLoughlin
October 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: W. O. Widdows

Dear Sir:

A great many reflectors are to be placed in the safety island along the center of Interstate Avenue. The larger part of this island is now in place and I suggest that a start be made in placing reflectors therein at your earliest convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

October 24, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Interstate Avenue Lighting

Gentlemen:

Under dates of June 16 and August 26 of this year we wrote you concerning the proposed lighting installation on Interstate Avenue in Portland. The widening and resurfacing of this section of Interstate Avenue is nearing completion. It is highly desirable that the lighting installation be made in the near future so that this relatively high speed highway can be safely operated.

I wish to point out again that this project is not advanced with the idea of lighting a city street. This street is the route of the Pacific Highway entering Portland from the north and carries in the neighborhood of 7,000 cars per day of purely highway traffic. The section which we propose to light under this project is suburban in character and is not in any sense a business street. The present lighting arrangements on this street are in keeping with the suburban character of this street and are entirely inadequate for the volume of traffic which will be routed over this street.

May we have your favorable consideration of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc C. B. McCullough ✓
G. S. Paxson

NOTED
C. B. McCullough

FORM 5-8-1 300 8-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of E. A. COLLIER, Division Engineer
PORTLAND, OREGON

605 Weatherly Bldg.
October 15, 1938

26-1032

Mr. Harold Blake
400 E. Thompson St.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

The placing of asphaltic concrete on Interstate Avenue has been delayed until cool, damp weather has set in. Conditions will not be favorable to place this 1700 tons of material until next summer.

Please refer to the first paragraph on Page 46 of the Special Provisions.

We hope there will be weather this month, warm enough and dry enough, to permit placing of the Class "B" asphaltic concrete, so that the street may be put in safe condition for traffic during the winter. Unless there is an exceptionally dry, warm week, the placing of the cutback wearing surface can not be performed until next summer.

You will be responsible for the maintenance of the asphaltic leveling course during the winter and for placing cutback wearing surface next summer.

You have made good progress on your concrete pavement and other items of construction on this job are being performed in a satisfactory manner. We are sorry that the delay has occurred on the asphaltic pavement and, in particular, between Russell and Greeley Streets.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
A. B. Dean

RECEIVED
SEP 26 1938
FOR FILE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon FAP 160-A (1),
Columbia Boulevard-Harding Ave.,
Pacific Highway West.

September 23, 1938

RECEIVED
SEP 24 1938
[illegible]
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

FORM 9-2-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 21 1938
FOR FILING

605 Weatherly Bldg.
September 20, 1938

RECEIVED
SEP 21 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: N. M. Finkbiner

Dear Sir:

Cylinder tests on Interstate Avenue indicate average strength as follows:

7 days - - - - - - - - - - - - - -	2432 lbs.
14 days - - - - - - - - - - - - - -	2940 "
21 days - - - - - - - - - - - - - -	2965 "
28 days - - - - - - - - - - - - - -	3120 "

This concrete is set to yield 1.45. I suggest it be set to yield 1.54, in order to raise the strength on the remaining strips of pavement to be placed on this job.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

AC:DP
CC R. H. Baldock ✓

NOTED
Highway Engineer

RECEIVED
SEP [illegible] 1938
FOR FILING
UNITED STATES DEPARTMENT OF [illegible]

FORM 5-6-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

1938
26-1032

605 Weatherly Bldg.
September 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: John Beakey

NOTED
State Highway Engineer

Dear Sir:

On August 25th last I wrote requesting two prints, Scale 1":10', of the revised island at Interstate and Maryland Avenue. To date these have not been received.

Will you please let me know if, for any reason, these prints can not be forwarded in the immediate future.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC [illegible] Baldock

RECEIVED
SEP 15 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. [illegible]

September 6, 1938

NOTED
G. B. Paxson

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of August 26, 1938, requesting an answer to your previous communication relative to Federal participation on the lighting of Oregon F.A.P. 160-A, the Interstate Avenue section, Portland.

We have been advised that this subject has again been taken up with our Washington Office and an early decision requested. We shall advise you promptly of any further developments.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
Mr. Paxson
State Highway Engineer

NOTE
C. B. McCullough
7,18

RECEIVED
DEC 9 1938
FOR FILING
16 [illegible] 1

September 2, 1938

4b

Mr. J. M. Devers
Attorney
OFFICE

Dear Sir:

This note is simply to remind you to write a letter to the people who are interested in the removal of the center curb on the Columbia Blvd.- Harding Avenue Section of Interstate Avenue, Portland.

You will recall that the Commission decided at its meeting in Pendleton on August 30 to adhere to the present plan for the construction of the center curb.

Very truly yours,

Secretary

MBG:AM

cc - Mr. Baldock

FORM 2-A-1 10M 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

(41)

August 27th, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. B. Glaisyer.

Dear Sir:

It is my understanding that the removal of the center curb on the Columbia Blvd.-Harding Avenue Section will be discussed at the Commission meeting in Pendleton.

In my opinion Willis Street is one of the most necessary streets to be closed and one on which there will be the least damage to residents living along the street, as it is a very short street, and an adequate connection is made to the new highway at Fenwick Street. There has been an incessant clamor by interested people to omit the center curb entirely or exempt certain streets so that if we start to make any changes in the plans at all, it will merely serve to intensify the demand for other changes, and very little will be accomplished toward carrying out the intended design.

This project should be built as designed, given at least two years trial and then changed if it is clearly indicated that certain streets need to be opened.

Very truly yours,

H G Smith
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

M

FORM 2-K-1 3M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 25, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Devers has requested me to ask you to place on the agenda for the Pendleton meeting the question of the possible elimination of the center line curbing on the Interstate Avenue project across Willis Street in the vicinity of Station 110.

This center line curb at that point will vitally affect the possible location of a service station by the Gilmore Oil Company on Lots 5, 6, 7, 8, and 9 of Block 2, Kenton Addition. This matter ties in with the settlement on the Roskoski service station on the north end of the project.

The matter has been brought to the attention of Mr. Baldock and discussed with him, but it is Mr. Devers' thought that possibly Mr. Baldock might want the final decision to be that of the State Highway Commission.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock

FORM 5-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 25, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Devers has requested me to ask you to place on the agenda for the Pendleton meeting the question of the possible elimination of the center line curbing on the Interstate Avenue project across Willis Street in the vicinity of Station 110.

This center line curb at that point will vitally affect the possible location of a service station by the Gilmore Oil Company on Lots 5, 6, 7, 8, and 9 of Block 2, Kenton Addition. This matter ties in with the settlement on the Roskoski service station on the north end of the project.

The matter has been brought to the attention of Mr. Baldock and discussed with him, but it is Mr. Devers' thought that possibly Mr. Baldock might want the final decision to be that of the State Highway Commission.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓

NOTED
State Highway Engineer

REFERRED TO
Glaisyer
By State Highway Engineer

St. Line

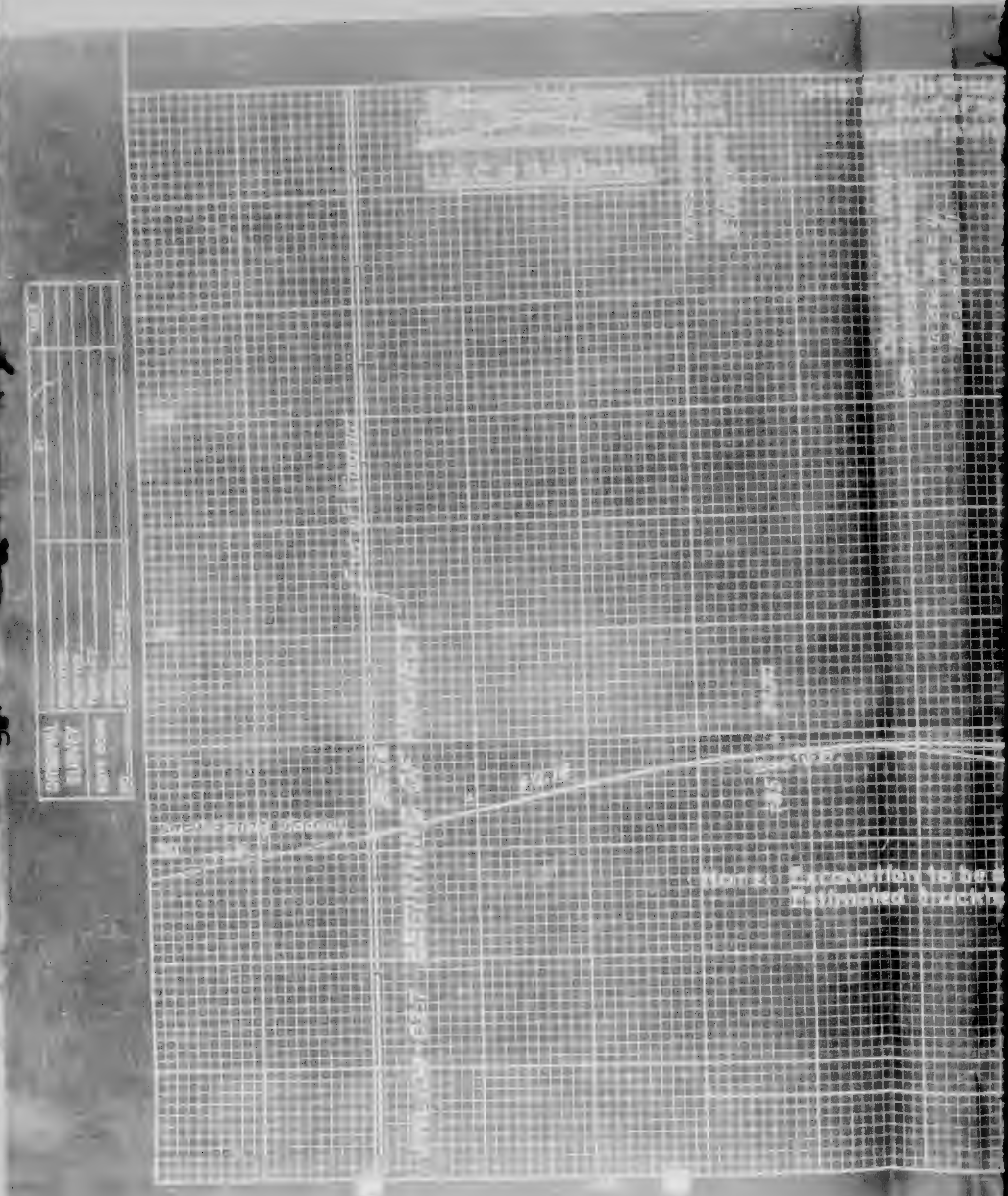
SEC.
N

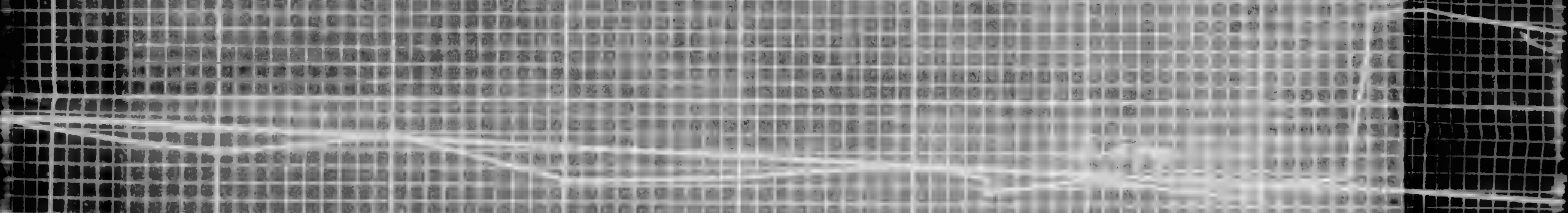
PORTLAND

COLUMBIA BLVD. –
PACIFIC HWY. WEST (OR. INT
PORTLAND · MULTN
FED. ROAD DIST. No.
STATE
1
OREGON
INTERSTATE AVE.
Driveway
R/W Line

COLUMBIA BLVD – [illegible] AVE. SEC.
PACIFIC HWY. WEST (N. INTERSTATE AVE.)
PORTLAND-MULTNOMAH CO.

FED. ROAD DIST. NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.
1	OREGON	150-A		15

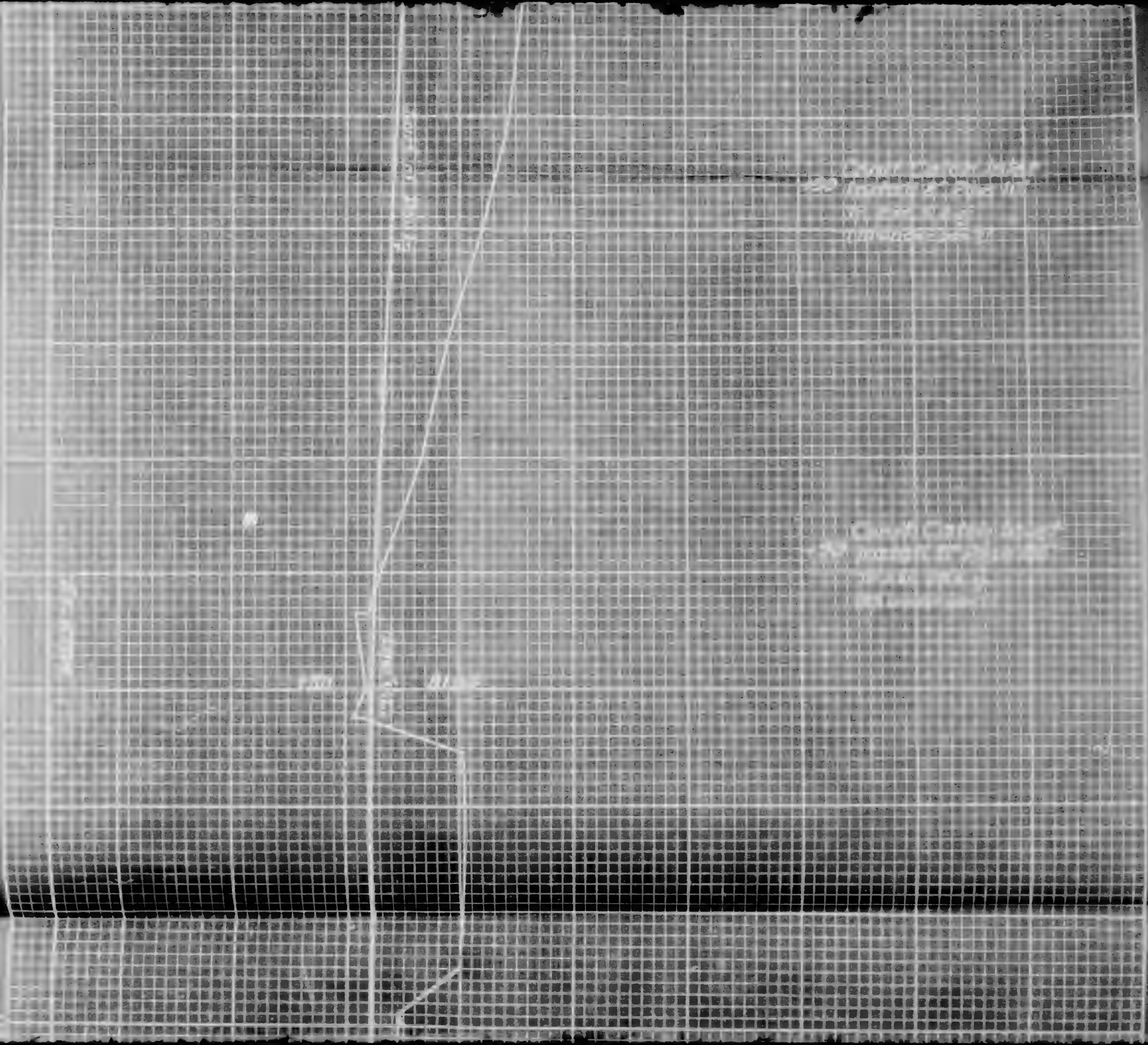

ORIGINAL SURVEY
NOTE BOOK
NO.
BEGINNING OF PROJECT
Note: Excavation to be
Estimated thickn

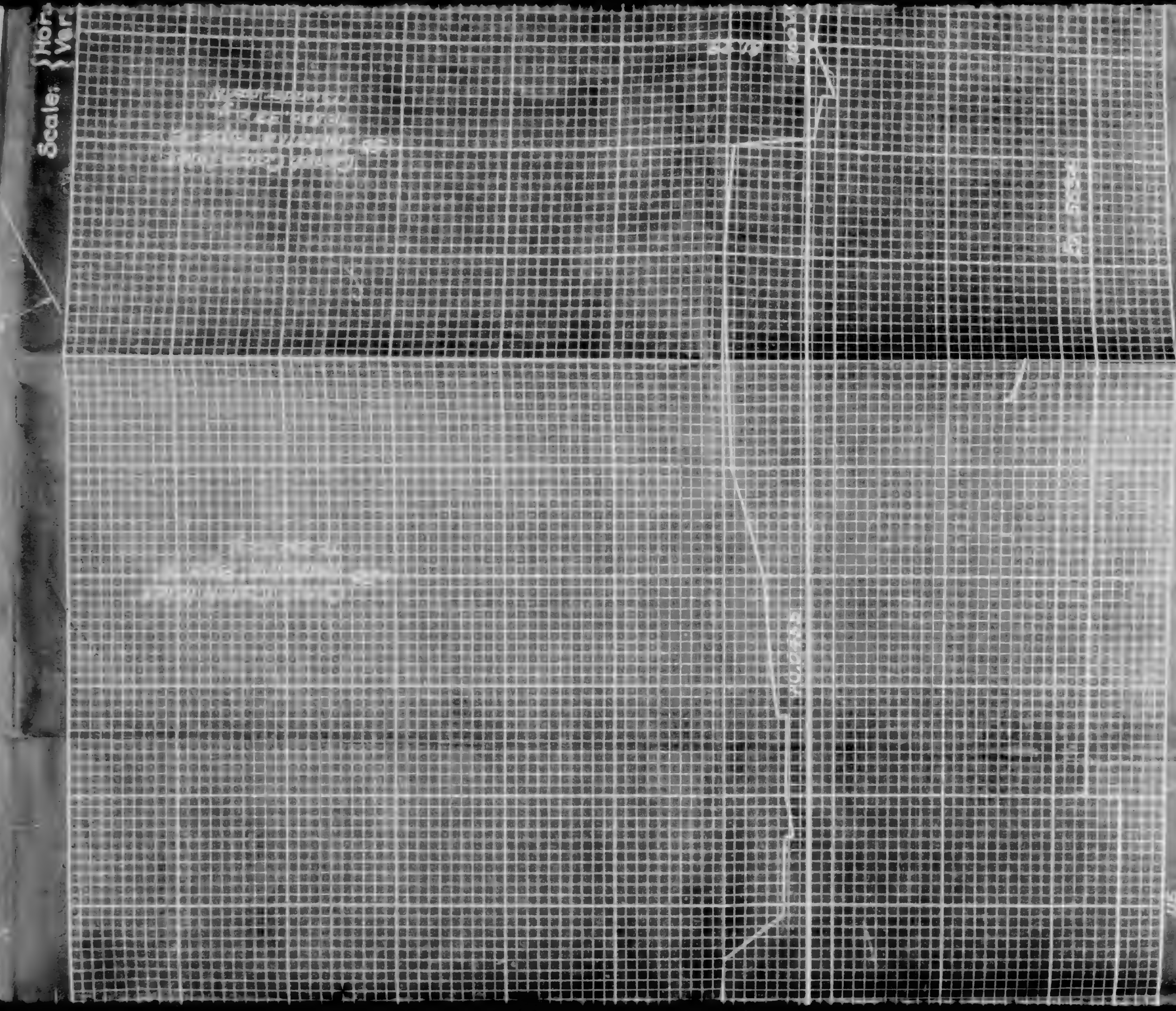


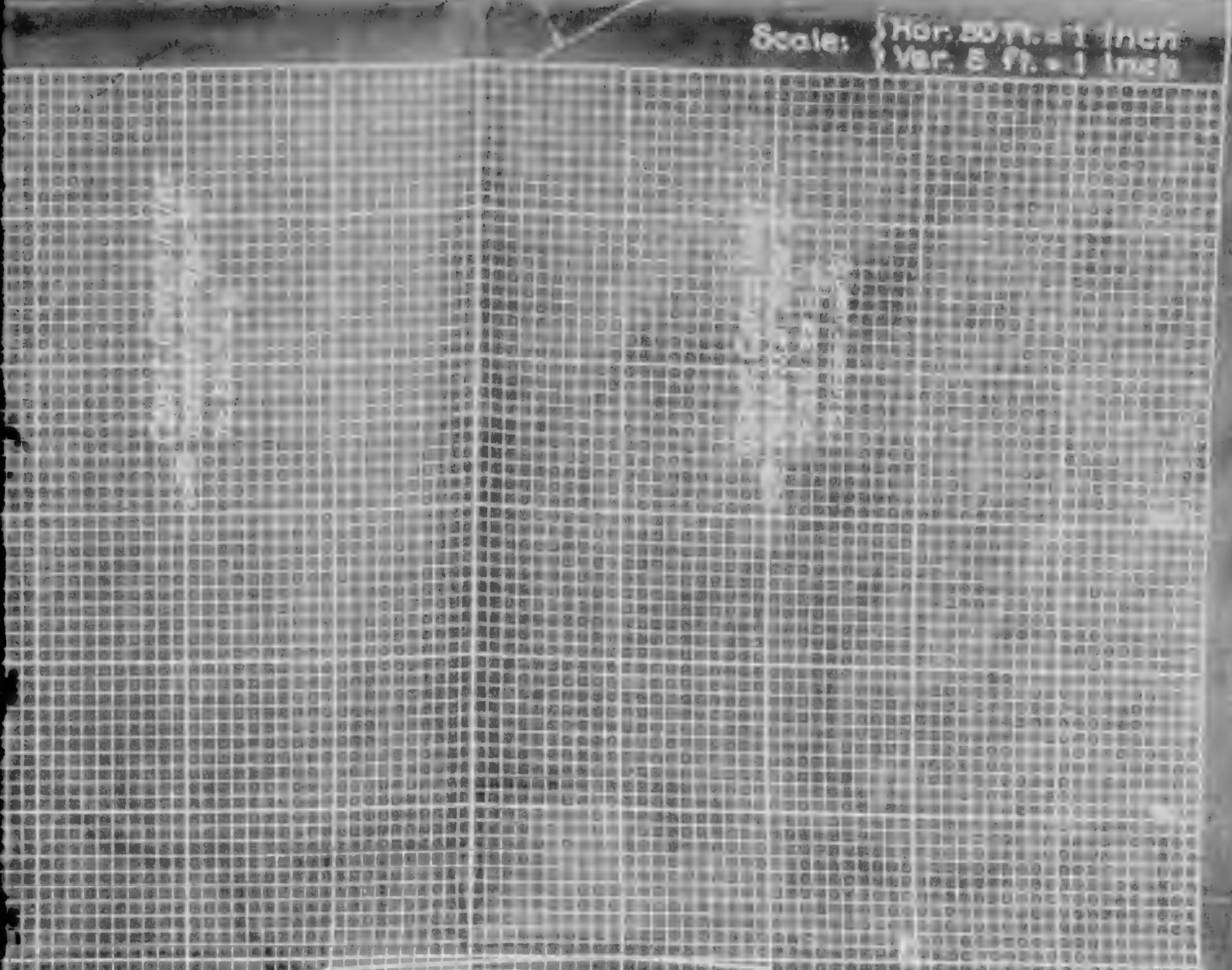
tion to be disposed of as directed.

d Truckhaul on excavation is 21,575 cu. yd.

Ex. 1150




Scale: {Hor.
{Ver.
115


Scale: Hor. 50 ft. = 1 inch
Ver. 5 ft. = 1 inch
20.0457

FORM 5-A4 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACK[illegible]
H. B. GLA[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
SEP 12 1938
FOR FILING

7A 168-A-1

September 2, 1938

IN REPLY PLEASE
REFER TO FILE NO.

4b

Mr. J. M. Devers
Attorney
OFFICE

NOTED
State Highway Engineer

Dear Sir:

This note is simply to remind you to write a letter to the people who are interested in the removal of the center curb on the Columbia Blvd.- Harding Avenue Section of Interstate Avenue, Portland.

You will recall that the Commission decided at its meeting in Pendleton on August 30 to adhere to the present plan for the construction of the center curb.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock √

FORM S-A-1 10M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 29 1938
FOR FILING
7a 16 -1-1

August 27th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Attention: Mr. H. B. Glaisyer.

Dear Sir:

It is my understanding that the removal of the center curb on the Columbia Blvd.-Harding Avenue Section will be discussed at the Commission meeting in Pendleton.

In my opinion Willis Street is one of the most necessary streets to be closed and one on which there will be the least damage to residents living along the street, as it is a very short street, and an adequate connection is made to the new highway at Fenwick Street. There has been an incessant clamor by interested people to omit the center curb entirely or exempt certain streets so that if we start to make any changes in the plans at all, it will merely serve to intensify the demand for other changes, and very little will be accomplished toward carrying out the intended design.

This project should be built as designed, given at least two years trial and then changed if it is clearly indicated that certain streets need to be opened.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 29 1938
FOR FILING

August 26, 1938.

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

Under date of June 18, we addressed a communication to your office in reference to the lighting of Interstate Avenue in Portland. The last paragraph of this communication read as follows:

> "In view of the above we would respectfully ask that you reconsider your decision to withhold federal participation on the lighting of this section, and to withdraw such expenditures from the category of diversion."

We have heard nothing further from your office in reference to this matter, and being extremely anxious to proceed with this lighting project at the earliest possible date, we would be very grateful if we could have your final decision in this matter.

We wish to reiterate our statement of June 18, to the effect that this is not in any sense a municipal lighting project but rather one necessitated purely because of rural traffic densities and speeds which will eventuate as the result of the improvement contemplated on Interstate Avenue. For this reason we urge that favorable decision be given to this project.

Very truly yours,

State Highway Engineer

[redacted]
cc S. H. Probert
G. S. Paxson

FORM S-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
AUG 24 1938
FOR FILING

605 Weatherly Bldg.
August 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please note an error on the Order for State Force Work on Contract No. 2092 for installing conduit under the pavement for traffic signals.

The authorization shown at the bottom of the page is for the Sandy Boulevard job and not for Interstate. Will you please make the necessary corrections. The correct authorization is $154,525.95.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

RECEIVED
AUG 23 1938
FOR FILING
FA 160-A-1

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Columbia Boulevard-Harding Avenue Section, Project No. FA 160-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 160-A (1)

COLUMBIA BOULEVARD-HARDING AVENUE SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1932

ASPHALTIC CONCRETE PAVEMENT

40.5' Roadway (Sta. 104+62.7 to 107+00)

All Required		Clearing and Grubbing		$ 34.00
30	cu. yds.	Trench Excavation	$1.10	33.00
80	sq. yds.	Removal of Sidewalks	0.12	9.60
120	lin. ft.	Removal of Curbs	0.06	7.20
1	only	Adjusting Manholes	10.00	10.00
70	lin. ft.	6" Sewer Pipe	0.45	31.50
70	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	35.00
1	only	Concrete Catch Inlets	15.00	15.00
5	cu. yds.	Concrete Curb	14.30	71.50
60	sq. yds.	Concrete Sidewalks	1.00	60.00
50	cu. yds.	4" - 0" Gravel in Subbase & Base	0.68	34.00
30	lin. ft.	1/2" x 7" Expansion Joints in Pavement	0.07	2.10
292	tons	Class "B" Asphaltic Concrete	4.25	1,241.00
124	tons	Cutback Asphalt Wearing Surface	4.25	527.00
		Sub-total		$2,110
		10% Engr. & Cont.		211
		Total		$2,321

Length 0.056 mile
Cost per Mile $41,446

60' Roadway (Sta. 192+44 to 198+70)

All Required		Clearing and Grubbing		$ 72.00
6	only	Adjusting Manholes	$10.00	60.00
200	cu. yds.	4" - 0" Gravel in Subbase and Base	0.68	136.00
10	cu. yds.	1/4" - 0" Screenings in Footpath	1.70	17.00
70	lin. ft.	1/2" x 7" Expansion Joints in Pavement	0.07	4.90
132	tons	Class "B" Asphaltic Concrete	4.25	561.00
290	tons	Cutback Asphalt Wearing Surface	4.25	1,232.50
		Sub-total		$2,083
		10% Engr. & Cont.		208
		Total		$2,291

Length 0.119 mile
Cost per mile $19,252

PORTLAND CEMENT CONCRETE PAVEMENT

24' Roadway (Sta. 107+00 to 123+10)(Sta. 219+81 to 229+20)

All Required		Clearing and Grubbing		$ 250.00
345	cu. yds.	Trench Excavation	$1.10	379.50
17,000	cu. yds.	Excavation, Single Classification	0.28	4,760.00
24,000	yd. mi.	Truck Haul	0.11	2,640.00
4,800	sq. yds.	Removal of Old Pavement	0.24	1,152.00
2,450	sq. yds.	Removal of Sidewalks	0.12	294.00
3,400	lin. ft.	Removal of Curbs	0.06	204.00
6	only	Removal of Catch Inlets	2.00	12.00
2	only	Adjusting Manholes	10.00	20.00
2	only	Adjusting Catch Inlets	5.00	10.00
800	lin. ft.	8" Sewer Pipe	0.45	360.00
400	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	200.00
15	only	Concrete Catch Inlets	15.00	225.00
75	cu. yds.	Concrete Curbs	14.30	1,072.50
2,470	sq. yds.	Concrete Sidewalks	1.00	2,470.00
310	sq. yds.	Concrete Driveway Aprons	1.30	403.00
3,450	cu. yds.	4" - 0" Gravel in Subbase and Base	0.68	2,346.00
30	cu. yds.	4" - 0" Screenings in Footpath	1.70	51.00
340	cu. yds.	Sand Cushion	0.95	323.00
150	cu. yds.	Filler	0.25	37.50
500	yd. mi.	Hauling Filler	0.12	60.00
17,000	sq. yds.	Portland Cement Concrete Pavement	1.45	24,650.00
450	sq. yds.	5" Reinforced Concrete Safety Islands	1.84	828.00
950	sq. yds.	6" Plain Concrete Safety Islands	1.68	1,596.00
1,700	lin. ft.	3/4" x 7" Expansion Joints in Pavement	0.09	153.00
100	lin. ft.	3/4" Expansion Joints in Safety Islands	0.08	8.00
1,650	lin. ft.	3/4" x 2" Expansion Joints in Pavement	0.03	49.50
1,400	lin. ft.	½" x 7" Expansion Joints in Pavement	0.07	98.00
100	lin. ft.	½" Expansion Joints in Safety Islands	0.06	6.00
9,000	lin. ft.	Contraction Joints	0.02	180.00
9,400	only	3/4" x 24" Dowel Bars	0.085	799.00
700	only	3/4" x 6" Dowel Pins	0.06	42.00
9,500	lbs.	Tie Bars	0.03	285.00
46	tons	Class "B" Asphaltic Concrete	4.25	195.50
14	tons	Cutback Asphalt Wearing Surface	4.25	59.50
		Sub-total		$46,217
		10% Engr. & Cont.		4,621
		Total		$50,838

Length 0.476 mile
Cost per mile $106,802

60' Roadway (Sta. 123+10 to 192+44) (Sta. 198+70 to 219+81) (Sta. 229+20 to 265+85)

All Required		Clearing and Grubbing		$1,448.00
450	cu. yds.	Trench Excavation	$1.10	495.00
12,300	cu. yds.	Excavation, Single Classification	0.28	3,444.00
16,500	yd. mi.	Truck Haul	0.11	1,815.00
3,600	sq. yds.	Removal of Old Pavement	0.24	864.00
220	sq. yds.	Removal of Sidewalks	0.12	26.40
300	lin. ft.	Removal of Curbs	0.06	18.00
4	only	Removal of Catch Inlets	2.00	8.00
90	sq. yds.	Hand Placed Rock Slopes	0.50	45.00
9	only	Adjusting Manholes	10.00	90.00
8	only	Adjusting Catch Inlets	5.00	40.00
460	lin. ft.	8" Sewer Pipe	0.45	207.00
350	lin. ft.	12" Sewer Pipe	0.60	210.00
200	lin. ft.	15" Sewer Pipe	0.77	154.00
230	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	115.00
12	only	Concrete Catch Inlets	15.00	180.00
10	cu. yds.	Concrete Curbs	14.30	143.00
150	sq. yds.	Concrete Sidewalks	1.00	150.00
100	sq. yds.	Driveway Aprons	1.30	130.00
50	cu. yds.	Class "B" Concrete	12.25	612.50
18	cu. yds.	Class "D" Concrete	18.00	324.00
2,300	lbs.	Metal Reinforcement	0.04	92.00
7,200	cu. yds.	4" - 0" Gravel in Subbase and Base	0.68	4,896.00
50	cu. yds.	½" - 0" Screenings in Footpaths	1.70	85.00
580	cu. yds.	Sand Cushion	0.95	551.00
150	cu. yds.	Filler	0.25	37.50
500	yd. mi.	Hauling Filler	0.12	60.00
29,000	sq. yds.	Portland Cement Concrete Pavement	1.45	42,050.00
1,750	sq. yds.	5" Reinforced Concrete Safety Islands	1.84	3,220.00
5,750	sq. yds.	6" Plain Concrete Safety Islands	1.68	9,660.00
800	lin. ft.	3/4" x 7" Expansion Joints in Pavement	0.09	72.00
100	lin. ft.	3/4" Expansion Joints in Safety Islands	0.08	8.00
8,300	lin. ft.	3/4" x 2" Expansion Joints in Pavement	0.03	249.00
5,800	lin. ft.	½" x 7" Expansion Joints in Pavement	0.07	406.00
1,350	lin. ft.	½" Expansion Joints in Safety Islands	0.06	81.00
18,500	lin. ft.	Contraction Joints	0.02	370.00
17,000	only	3/4" x 24" Dowel Bars	0.085	1,445.00
2,550	only	3/4" x 6" Dowel Pins	0.06	153.00
5,700	lbs.	Tie Bars	0.03	171.00
50	tons	Class "B" Asphaltic Concrete	4.25	212.50
30	tons	Outback Asphalt Wearing Surface	4.25	127.50
		Sub-total		$74,465
		10% Engr. & Cont.		7,446
		Total		$81,911

Length 2.398 miles
Cost per mile $34,158

DUAL TYPE PAVEMENT

60' Roadway (Sta. 265+85 to 279+70)

All Required		Clearing and Grubbing		$ 158.00
75	cu. yds.	Trench Excavation	$1.10	82.50
700	cu. yds.	Excavation, Single Classification	0.28	196.00
1,500	yd. mi.	Truck Haul	0.11	165.00
600	sq. yds.	Removal of Old Pavement	0.24	144.00
250	sq. yds.	Removal of Sidewalks	0.12	30.00
4,180	lin. ft.	Removal of Curbs	0.06	250.80
14	only	Removal of Catch Inlets	2.00	28.00
6	only	Adjusting Manholes	10.00	60.00
170	lin. ft.	8" Sewer Pipe	0.45	76.50
14	only	Concrete Catch Inlets	15.00	210.00
80	cu. yds.	Concrete Curbs	14.30	1,144.00
360	sq. yds.	Concrete Sidewalks	1.00	360.00
40	sq. yds.	Concrete Driveway Aprons	1.30	52.00
700	cu. yds.	4" - 0" Gravel in Subbase & Base	0.68	476.00
10	cu. yds.	½" - 0" Screenings in Footpath	1.70	17.00
80	cu. yds.	Sand Cushion	0.95	76.00
4,000	sq. yds.	Portland Cement Concrete Pavement	1.45	5,800.00
700	sq. yds.	5" Reinforced Concrete Safety Islands	1.84	1,288.00
800	lin. ft.	3/4" x 7" Expansion Joints in Pavement	0.09	72.00
1,250	lin. ft.	3/4" x 2" Expansion Joints in Pavement	0.03	37.50
700	lin. ft.	½" x 7" Expansion Joints in Pavement	0.07	49.00
150	lin. ft.	½" Expansion Joints in Safety Islands	0.06	9.00
2,500	lin. ft.	Contraction Joints	0.02	50.00
2,600	only	3/4" x 24" Dowel Bars	0.085	221.00
1,050	only	3/4" x 6" Dowel Pins	0.06	63.00
1,800	lbs.	Tie Bars	0.03	54.00
360	tons	Class "B" Asphaltic Concrete	4.25	1,530.00
362	tons	Outback Asphalt Wearing Surface	4.25	1,538.50

Subtotal $14,237
10% Engr. & Cont. 1,423

Total $15,660

Length 0.262 mile
Cost per mile $59,770

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
40.5' Asphalt Pavement	$ 2,321	$ 1,416	$ 905
60' Asphalt Pavement	2,291	1,398	893
84' Concrete Pavement	50,838	31,014	19,824
60' Concrete Pavement	81,911	49,969	31,942
60' Dual Type Pavement	15,660	9,553	6,107
	$153,021	$93,350	$59,671

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931

State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department Federal Aid Project No. 160-A(1)

COLUMBIA BLVD.-HARDING AVE. SECTION OF THE PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 27, 1938

ASPHALTIC CONCRETE PAVEMENT

40.5' Roadway (Sta. 104+02.7 to 107+00)

All Required		Clearing and Grubbing		$ 10.00
30	cu. yds.	Trench Excavation	$ 1.00	30.00
80	sq. yds.	Removal of Sidewalks	0.15	12.00
120	lin. ft.	Removal of Curbs	0.05	6.00
1	only	Adjusting Manholes	5.00	5.00
70	lin. ft.	8" Sewer Pipe	0.40	28.00
70	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	35.00
1	only	Concrete Catch Inlets	15.00	15.00
5	cu. yds.	Concrete Curb	12.00	60.00
60	sq. yds.	Concrete Sidewalks	1.35	81.00
50	cu. yds.	4" - 0" Gravel in Subbase and Base	0.90	45.00
30	lin. ft.	½" x 7" Expansion Joints in Pavement	0.15	4.50
292	tons	Class "B" Asphaltic Concrete	5.00	1,460.00
124	tons	Cutback Asphalt Wearing Surface	5.00	620.00
		Subtotal		$ 2,411
		10% Engr. & Cont.		241
		Total		$ 2,652
		Length	.056 mile	
		Cost per mile	$ 47,357	

60' Roadway (Sta. 192+44 to 198+70)

All Required		Clearing and Grubbing		$ 20.00
6	only	Adjusting Manholes	$ 5.00	30.00
200	cu. yds.	4" - 0" Gravel in Subbase and Base	0.90	180.00
10	cu. yds.	¾" - 0" Screenings in Footpath	2.00	20.00

70	lin. ft.	½" x 7" Expansion Joints in Pavement	$ 0.15	$ 10.50
132	tons	Class "B" Asphaltic Concrete	5.00	660.00
290	tons	Cutback Asphalt Wearing Surface	5.00	1,450.00
		Subtotal		$ 2,370
		10% Engr. & Cont.		237
		Total		$ 2,607
		Length	.119 mile	
		Cost per mile	$ 21,907	

PORTLAND CEMENT CONCRETE PAVEMENT

84' Roadway (Sta. 107+00 to 123+10)(Sta. 219+81 to 229+20)

All Required		Clearing and Grubbing		$ 100.00
345	cu. yds.	Trench Excavation	$ 1.00	345.00
17,000	cu. yds.	Excavation, Single Classification	0.30	5,100.00
24,000	yd. mi.	Truck Haul	0.12	2,880.00
4,800	sq. yds.	Removal of Old Pavement	0.30	1,440.00
2,450	sq. yds.	Removal of Sidewalks	0.15	367.50
3,400	lin. ft.	Removal of Curbs	0.05	170.00
6	only	Removal of Catch Inlets	5.00	30.00
2	only	Adjusting Manholes	5.00	10.00
2	only	Adjusting Catch Inlets	5.00	10.00
800	lin. ft.	8" Sewer Pipe	0.40	320.00
400	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	200.00
15	only	Concrete Catch Inlets	15.00	225.00
75	cu. yds.	Concrete Curbs	12.00	900.00
2,430	sq. yds.	Concrete Sidewalks	1.35	3,280.50
310	sq. yds.	Concrete Driveway Aprons	1.75	542.50
3,450	cu. yds.	4" - 0" Gravel in Subbase and Base	0.90	3,105.00
30	cu. yds.	½" - 0" Screenings in Footpath	2.00	60.00
340	cu. yds.	Sand Cushion	1.00	340.00
150	cu. yds.	Filler	0.50	75.00
500	yd. mi.	Hauling Filler	0.15	75.00
17,000	sq. yds.	Portland Cement Concrete Pavement	1.65	28,050.00
450	sq. yds.	5" Reinforced Concrete Safety Islands	2.20	990.00
950	sq. yds.	6" Plain Concrete Safety Islands	2.20	2,090.00
1,700	lin. ft.	½" x 7" Expansion Joints in Pavement	0.20	340.00
100	lin. ft.	½" Expansion Joints in Safety Islands	0.20	20.00

1,650	lin. ft.	¼" x 2" Expansion Joints in Pavement	$ 0.10	$ 165.00
1,400	lin. ft.	⅜" x 7" Expansion Joints in Pavement	0.15	210.00
100	lin. ft.	½" Expansion Joints in Safety Islands	0.15	15.00
9,000	lin. ft.	Contraction Joints	0.03	270.00
9,400	only	¾" x 24" Dowel Bars	0.20	1,880.00
700	only	½" x 6" Dowel Pins	0.10	70.00
9,500	lbs.	Tie Bars	0.04	380.00
46	tons	Class "B" Asphaltic Concrete	5.00	230.00
14	tons	Cutback Asphalt Wearing Surface	5.00	70.00
		Subtotal		$ 54,355
		10% Engr. & Cont.		5,435
		Total		$ 59,790
		Length	.476 mile	
		Cost per mile	$ 125,609	

60' Roadway (Sta. 123+10 to 192+44)(Sta. 198+70 to 219+81)
(Sta. 229+20 to 265+35)

All Required		Clearing and Grubbing		$ 900.00
450	cu. yds.	Trench Excavation	$ 1.00	450.00
12,300	cu. yds.	Excavation, Single Classification	0.30	3,690.00
16,500	yd. mi.	Truck Haul	0.12	1,980.00
3,600	sq. yds.	Removal of Old Pavement	0.30	1,080.00
220	sq. yds.	Removal of Sidewalks	0.15	33.00
300	lin. ft.	Removal of Curbs	0.05	15.00
4	only	Removal of Catch Inlets	5.00	20.00
90	sq. yds.	Hand Placed Rock Slopes	4.00	360.00
9	only	Adjusting Manholes	5.00	45.00
8	only	Adjusting Catch Inlets	5.00	40.00
460	lin. ft.	8" Sewer Pipe	0.40	184.00
350	lin. ft.	12" Sewer Pipe	1.00	350.00
200	lin. ft.	15" Sewer Pipe	1.50	300.00
230	lin. ft.	Extra for Installing Pipe Under Pavement	0.50	115.00
12	only	Concrete Catch Inlets	15.00	180.00
10	cu. yds.	Concrete Curbs	12.00	120.00
150	sq. yds.	Concrete Sidewalks	1.35	202.50
100	sq. yds.	Concrete Driveway Aprons	1.75	175.00
50	cu. yds.	Class "B" Concrete	22.00	1,100.00
18	cu. yds.	Class "D" Concrete	23.00	414.00
2,300	lbs.	Metal Reinforcement	0.06	138.00

7,200	cu. yds.	4" – 6" Gravel in Subbase and Base	$ 0.90	$ 6,480.00
50	cu. yds.	½" – 5" Screenings in Footpaths	2.00	100.00
580	cu. yds.	Sand Cushion	1.00	580.00
150	cu. yds.	Filler	0.50	75.00
500	yd. mi.	Hauling Filler	0.15	75.00
29,000	sq. yds.	Portland Cement Concrete Pavement	1.65	47,850.00
1,750	sq. yds.	5" Reinforced Concrete Safety Islands	2.20	3,850.00
5,750	sq. yds.	6" Plain Concrete Safety Islands	2.20	12,650.00
800	lin. ft.	¾" x 7" Expansion Joints in Pavement	0.20	160.00
100	lin. ft.	¾" Expansion Joints in Safety Islands	0.20	20.00
8,300	lin. ft.	⅜" x 2" Expansion Joints in Pavement	0.10	830.00
5,800	lin. ft.	½" x 7" Expansion Joints in Pavement	0.15	870.00
1,350	lin. ft.	½" Expansion Joints in safety Islands	0.15	202.50
18,500	lin. ft.	Contraction Joints	0.03	555.00
17,000	only	¾" x 24" Dowel Bars	0.20	3,400.00
2,550	only	½" x 6" Dowel Pins	0.10	255.00
5,700	lbs.	Tie Bars	0.04	228.00
50	tons	Class "B" Asphaltic Concrete	5.00	250.00
30	tons	Outback Asphalt Wearing Surface	5.00	150.00

Subtotal	$ 90,072
10% Engr. & Cont.	9,007
Total	$ 99,079

Length	2.398 miles
Cost per mile	$ 41,317

DUAL TYPE PAVEMENT

60' Roadway (Sta. 265+85 to 279+70)

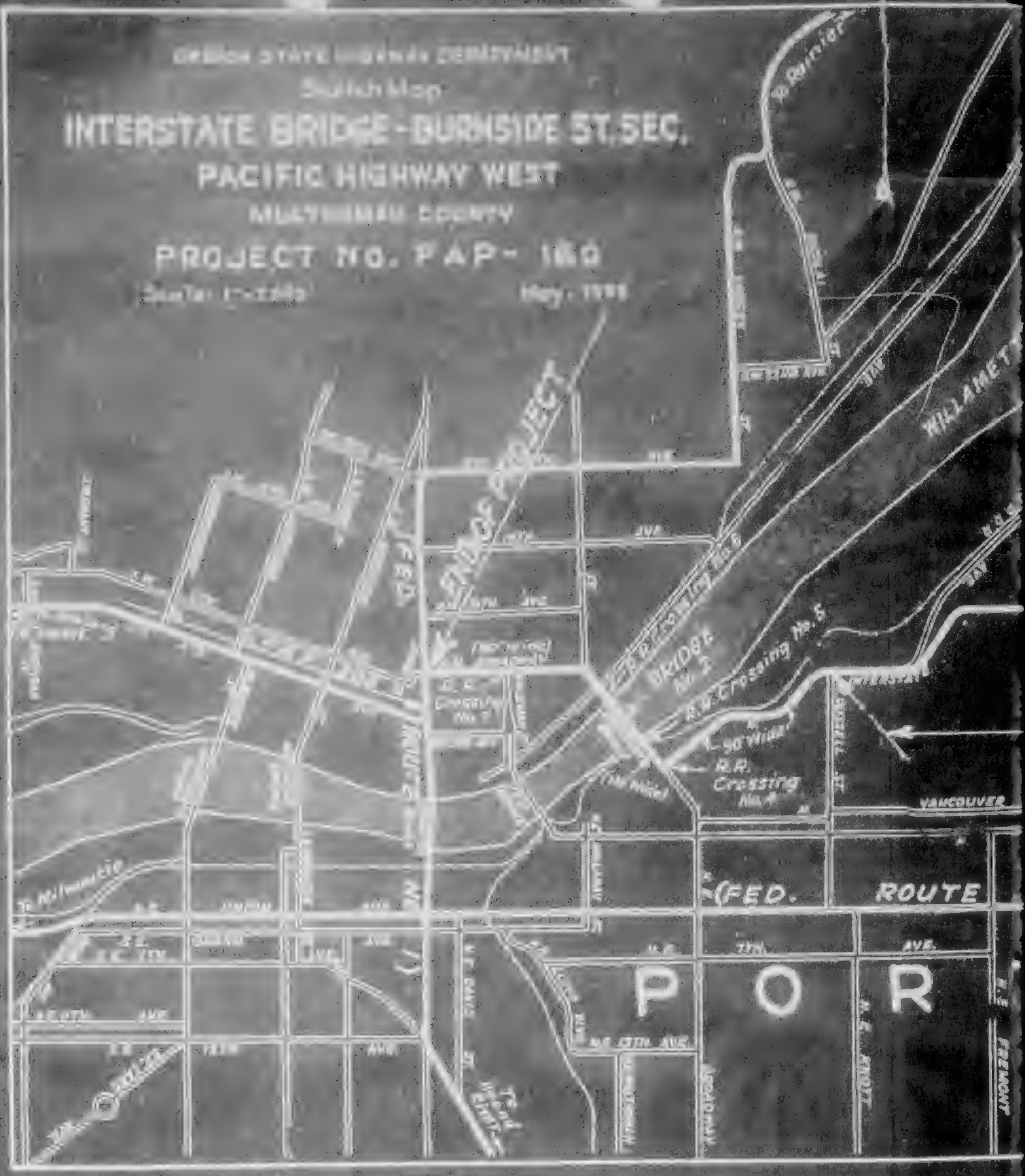
All Required		Clearing and Grubbing		$ 70.00
75	cu. yds.	Trench Excavation	$ 1.00	75.00
700	cu. yds.	Excavation, Single Classification	0.30	210.00
1,500	yd. mi.	Truck Haul	0.12	180.00
600	sq. yds.	Removal of Old Pavement	0.30	180.00
250	sq. yds.	Removal of Sidewalks	0.15	37.50
4,180	lin. ft.	Removal of Curbs	0.05	209.00
14	only	Removal of Catch Inlets	5.00	70.00
6	only	Adjusting Manholes	5.00	30.00

170	lin. ft.	8" Sewer Pipe	$ 0.40	$ 68.00
14	only	Concrete Catch Inlets	15.00	210.00
80	cu. yds.	Concrete Curbs	12.00	960.00
360	sq. yds.	Concrete Sidewalks	1.35	486.00
40	sq. yds.	Concrete Driveway Aprons	1.75	70.00
700	cu. yds.	4" - 0" Gravel in Subbase and Base	0.90	630.00
10	cu. yds.	¼" - 0" Screenings in Footpath	2.00	20.00
80	cu. yds.	Sand Cushion	1.00	80.00
4,000	sq. yds.	Portland Cement Concrete Pavement	1.65	6,600.00
700	sq. yds.	5" Reinforced Concrete Safety Islands	2.20	1,540.00
800	lin. ft.	¾" x 7" Expansion Joints in Pavement	0.20	160.00
1,250	lin. ft.	½" x 2" Expansion Joints in Pavement	0.10	125.00
700	lin. ft.	⅛" x 7" Expansion Joints in Pavement	0.15	105.00
150	lin. ft.	⅛" Expansion Joints in Safety Islands	0.15	22.50
2,500	lin. ft.	Contraction Joints	0.03	75.00
2,600	only	¾" x 24" Dowel Bars	0.20	520.00
1,050	only	½" x 6" Dowel Pins	0.10	105.00
1,800	lbs.	Tie Bars	0.04	72.00
360	tons	Class "B" Asphaltic Concrete	5.00	1,800.00
362	tons	Cutback Asphalt Wearing Surface	5.00	1,810.00
			Subtotal	$ 16,520
			10% Engr. & Cont.	1,652
			Total	$ 18,172

Length .262 mile
Cost per mile $ 69,358

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
40.5' Asphaltic Pavement	$ 2,652	$ 1,618	$ 1,034
60' " "	2,607	1,590	1,017
84' Concrete Pavement	59,790	36,470	23,320
60' " "	99,079	60,437	38,642
60' Dual Type Pavement	18,172	11,085	7,087
	$182,300	$111,200	$71,100



OREGON STATE HIGHWAY DEPARTMENT

Sketch Map

INTERSTATE BRIDGE - BURNSIDE ST. SEC.

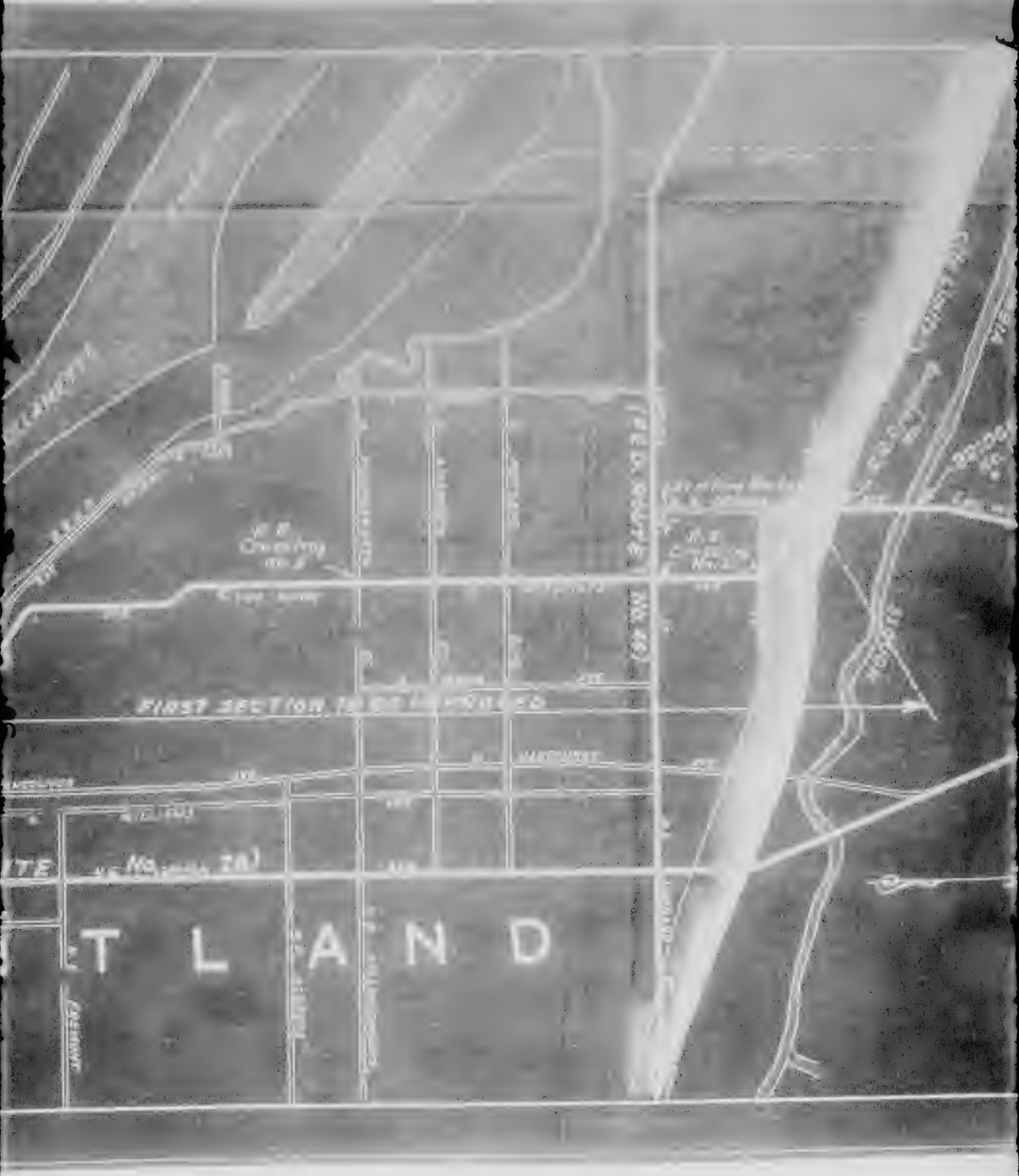
PACIFIC HIGHWAY WEST

MULTNOMAH COUNTY

PROJECT NO. PAP - 160

Scale: 1"=[illegible] May, [illegible]

To Rainier
WILLAMETTE
END OF PROJECT
FED.
R.R. Crossing No. 6
BRIDGE No. 1
R.R. Crossing No. 5
R.R. Crossing No. 7
90' Wide
R.R. Crossing No. 4
INTERSTATE
VANCOUVER
(FED. ROUTE
P O R
To Milwaukie
UNION AVE.
N.E. 7TH AVE.
N.E. 13TH AVE.
N.E. FRONT
FREMONT
AVE.


R.R. Crossing No. 2
R.R. Crossing No. 1
(FED. ROUTE No. 49)
FIRST SECTION TO BE IMPROVED
ITE No. 26)
TLAND

VANCOUVER
COLUMBIA
RIVER
N

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 7 1938
FOR FILING
166-G-1

605 Weatherly Bldg.
August 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

We are returning herewith two copies each of an Order for State Force Work on Contract Projects for Contracts No. 2092 and 2096.

These copies were received from the office of the Maintenance Engineer and as only the required amount of copies were submitted to Salem, these have evidently been distributed to the wrong parties. We received copies for this office and the engineer several days ago.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock ✓
Encl.

NOTED
C. B. McCullough

Form [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

RECEIVED
AUG 2 193
FOR FILING

160-G

OREGON STATE HIGHWAY COMMISSION

SALEM

August 1, 1938

Mr. E. [illegible] Collier
Division Engineer
606 Weatherly Building
Portland, Oregon

Dear Sir:

Mr. Baldock has made arrangements for a conference between yourself, Mr. Parker and Mr. Blake, at your office, at one o'clock, Monday afternoon, in connection with moving of the buildings from the right of way on the Interstate Avenue project.

Yours very truly,

J. M. DEVERS

By

A. B. KNEASS

✓cc R.H.Baldock
cc C. W. Parker
ABK/CK

RECEIVED
JUL 13 1938
FOR FILING

July 12, 1938

Mr. Harold Blake
400 North Thompson
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of contract No. 2092 which was awarded to you on June 22, 1938, for paving the Columbia Blvd.-Harding Ave. Section of the Pacific Highway West, in Multnomah County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 13 1938
FOR FILING

16-11

July 12, 1938

Glens Falls Indemnity Company
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of contract No. 2092 awarded to Harold Blake on June 22, 1938, for paving the Columbia Blvd.-Harding Ave. Section of the Pacific Highway West in Multnomah County.

This copy is being sent to you inasmuch as you appear as surety on the bond and is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 25 1938
FOR FILING

160-R

June 24, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four fully executed copies of Contract No. 2092 which was awarded to you on June 22, 1938, by the Oregon State Highway Commission, covering the paving of the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West (Interstate Avenue) in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workman's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the page just preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, etc.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
DEC 9 1938
FOR FILING

160-4-1

June 22, 1938

Mr. Harold Blake,
400 No. Thompson Street
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 3.3 miles of paving on the Columbia Boulevard-Harding Avenue Section of the Pacific Highway West, (Interstate Avenue), in Multnomah County, based on the low bid submitted by you on June 15, 1938, in the amount of $139,114.50.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC Secretary

Act confirmed

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	✓	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JUNE 22 1938

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING PAVING OF COLUMBIA BOULEVARD HARDING AVENUE SECTION OF PACIFIC HIGHWAY WEST IN MULTNOMAH COUNTY BASED ON YOUR BID SUBMITTED JUNE FIFTEENTH STOP CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

ANDREWS
1102 A

REFERRED TO
Mr. Probst
State Highway Engineer

Telephone Your Telegrams to Postal Telegraph

RECEIVED
JUN 24 1938
FOR FILING

Postal Telegraph

THE INTERNATIONAL SYSTEM

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

Commercial Cables · All America Cables · Mackay Radio

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DM 17 R AR 35/34 GOVT DL

NX PORTLAND OGN JUNE 22ND 1938 10.50 AM

R H BALDOCK
13 STATE HIGHWAY ENGR
SALEM OGN

REURTEL TODAY , ON ASSUMPTION ALL RIGHT OF WAY HAS BEEN SECURED THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT FOR OREGON FAP 160-A (1) COLUMBIA BLVD - HARDING AVENUE TO HAROLD BLAKE , LOW BIDDER.

ANDREWS
1102 A

REFERRED TO
Mr. Probert
State Highway Engineer

Telephone Your Telegrams to Postal Telegraph

FORM 2-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JUN 25 1938
FOR FILING

605 Weatherly Bldg.
June 20, 1938

RECEIVED
JUN 24 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith five copies of a "Waiver of Access" signed by Harold Blake, Contractor, to cover delay in acquisition of right of way for Interstate Avenue. If access is not granted before October 1st and a wet fall occurs, it may be impossible to grade and pave the section and the attached letter to Mr. Blake agrees that if such weather occurs we will grant a sufficient extension of time. Mr. Davis, of the U.S. Bureau of Public Roads, told me he would concur in this extension.

As you know, besides the grading and concrete paving, there is some black paving on this diagonal on Interstate Avenue which it will be very difficult to lay in cold weather.

I suggest that earnest effort be made to secure access before October 1st and I hope some plan can be worked out to secure this right of way within the next six weeks, which would permit access by August 1st. If I can be of service, please advise.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
Encl.

FORM 5-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JUN 23 1938
FOR FILING

1-2-8

NOTED
e Highway Engineer

605 Weatherly Bldg.
June 20, 1938

Mr. Harold Blake, Contractor
400 N. Thompson St.
Portland, Oregon

Re: Interstate Avenue Completion Date

Dear Sir:

It is understood that if sufficient suitable weather for grading and paving Interstate Avenue from Kilpatrick St. to Argyle St. does not occur between October 1st and December 31st, 1938, you will be granted a sufficient extension of time, without penalty, to complete the project.

Mr. T. M. Davis, of the U.S. Bureau of Public Roads, concurs in this understanding.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

RECEIVED
JUN 21 1938
FOR

June 18, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Interstate Avenue FA 160-A

Gentlemen:

Reference is made to our letter to you dated May 7, and your reply thereto dated May 13, both relative to the lighting of Interstate Avenue in Portland.

Apparently our letter of May 7 did not clearly present the matter. This section of Interstate Avenue is the routing of the Pacific Highway West (U.S. 99W). A short distance north of the Portland city limits this highway connects with the Washington highway system at the Interstate Bridge. We plan on eventually lighting the entire section from the state line to the urban district of Portland. Because of the unsatisfactory condition of the pavement on Interstate Avenue the suburban section within the municipality has been selected as the first project for improvement.

Interstate Avenue is now lighted to a standard comparable with other city streets of equal importance from a city traffic standpoint. The greater part of traffic using this street is, however, essentially highway traffic. Traffic across the Interstate Bridge last year ran from 16,500 vehicles in August to 11,200 vehicles in December. Of this number from 6,000 to 7,000 go into the business district of Portland via Interstate Avenue. Interstate Avenue is a wide street providing room for a modern roadway. The north and southbound lanes are to be divided by a raised center parting strip which will be continuous across many of the cross streets. Adequate illumination is therefore essential to the safe operation of motor vehicles on such a thoroughfare.

When the surfacing improvements now under contract are complete, travel will move at relatively high speeds. Unless adequate lighting is provided, pedestrian travel across the roadway will be extremely hazardous.

These conditions are brought about almost entirely by the highway travel routed over this section. The section is suburban in character; we are not proposing to light a business street. The lighting now installed by the city is adequate for purely city traffic. The complete project—this section and the section extending north and connecting with the Interstate Bridge—will form a rural lighting installation covering one of the most heavily traveled sections of the state highway system.

In view of the above we would respectfully ask that you reconsider your decision to withhold federal participation on the lighting of this section and to withdraw such expenditures from the category of diversion.

Very truly yours,

State Highway Engineer

RHB:HK

cc S. H. Probert
G. S. Paxson

FORM 5-Z-1 3M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

160-a

June 17, 1938

Mr. John Beakey
Traffic Engineer
Salem, Oregon

Foster
Cassill

Dear Sir:

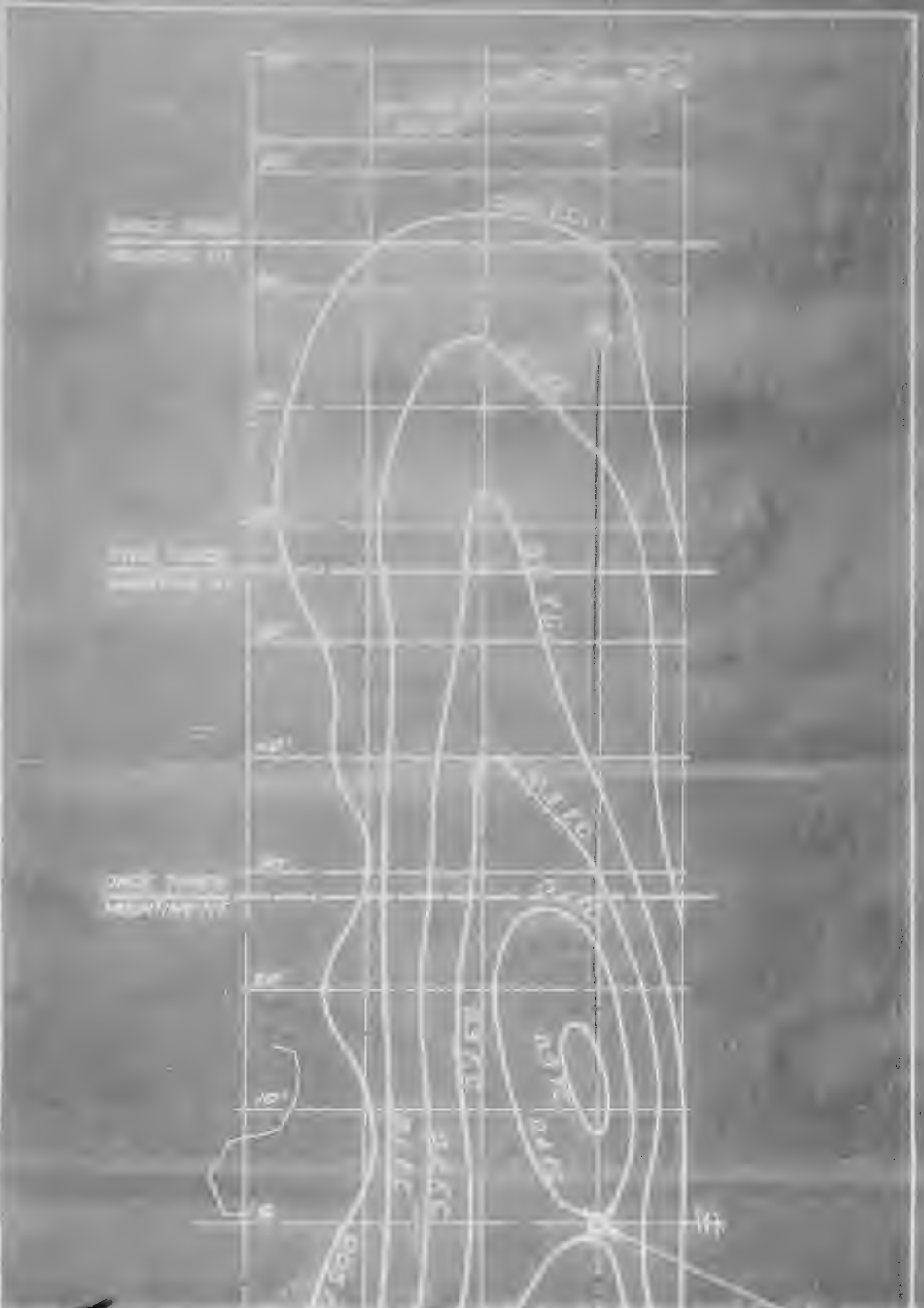
Herewith charts showing the distribution of light from the General Electric Form 86 fixture and from the Westinghouse Hi-Lux luminaire. These two fixtures were tested using the same size lamp. You will notice that there is very little difference between the distribution characteristics of the two fixtures. The Westinghouse fixture throws the light out at an angle thus providing a better distribution with a shorter mast arm. I understand, however, that the General Electric fixture is adjustable so that the same angle of maximum intensity can be obtained with this fixture. The General Electric fixture does not have a glass bowl and the light is set so high in the fixture that it is not visible until an approaching vehicle is only a short distance away. The Westinghouse fixture uses a glass bowl to distribute the light and gives considerable more glare than does the General Electric fixture.

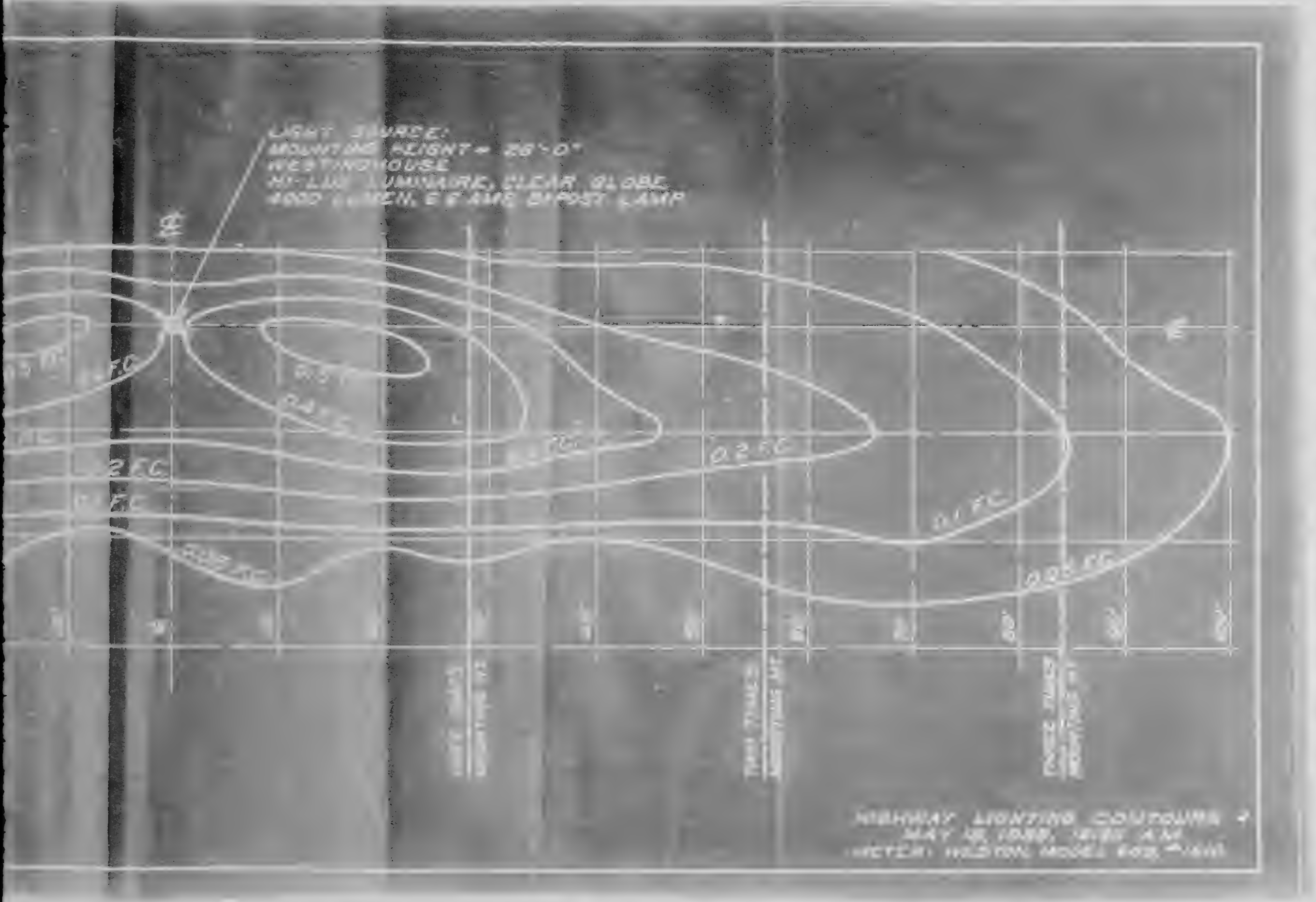
The General Electric fixture is approximately seven dollars per fixture cheaper than the Westinghouse and is also lighter in weight allowing the use of lighter poles and mast arms. On the Interstate Avenue project the cost of the General Electric fixtures would be approximately $1,700 less than the cost of the Westinghouse fixtures. For this reason and because of the glare characteristics, I would recommend that we use the General Electric fixtures on this installation.

Very truly yours,

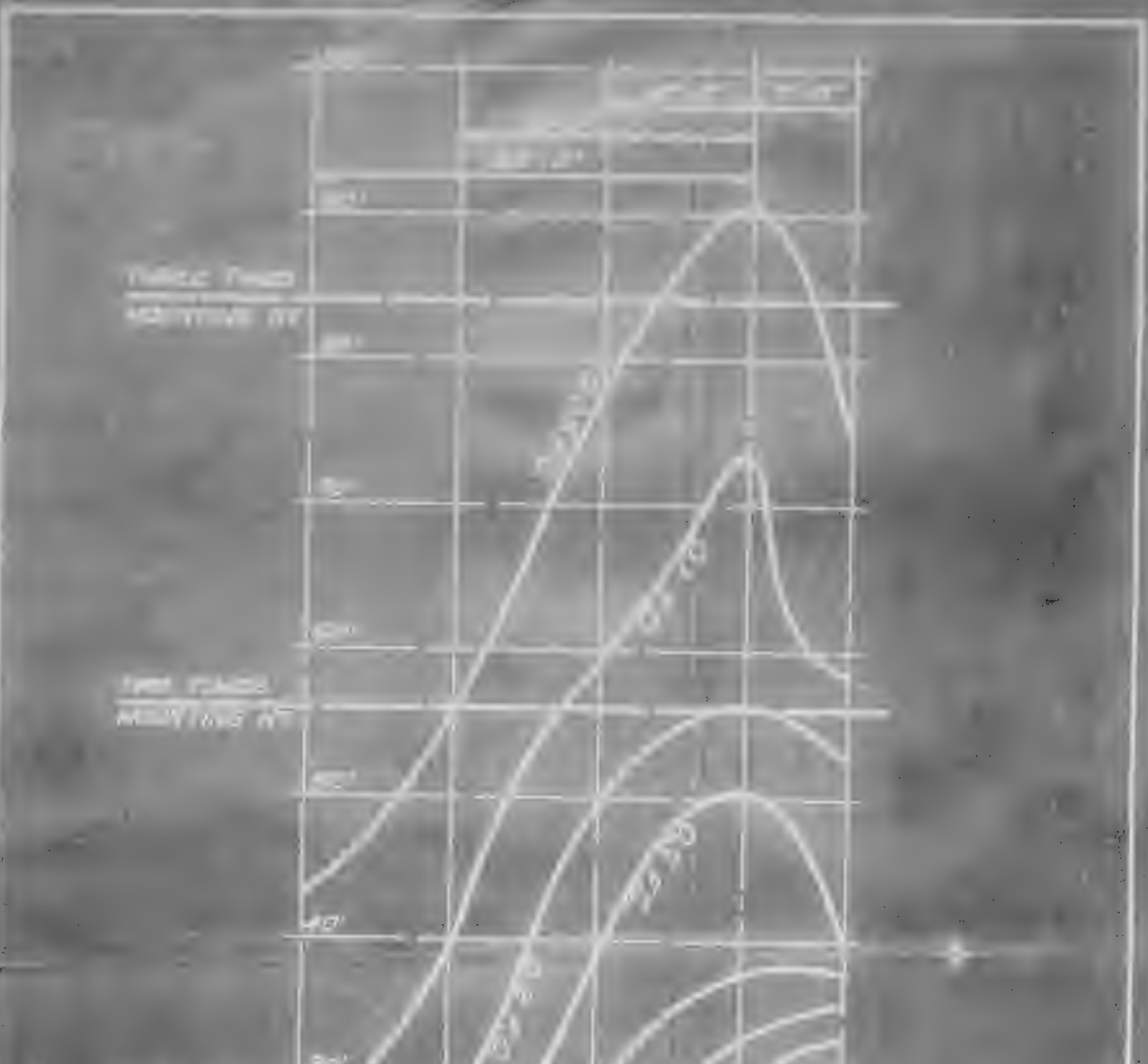
G. S. Paxson
Bridge Engineer

[illegible]
Attachment
cc R. H. Baldock
C. B. McCullough

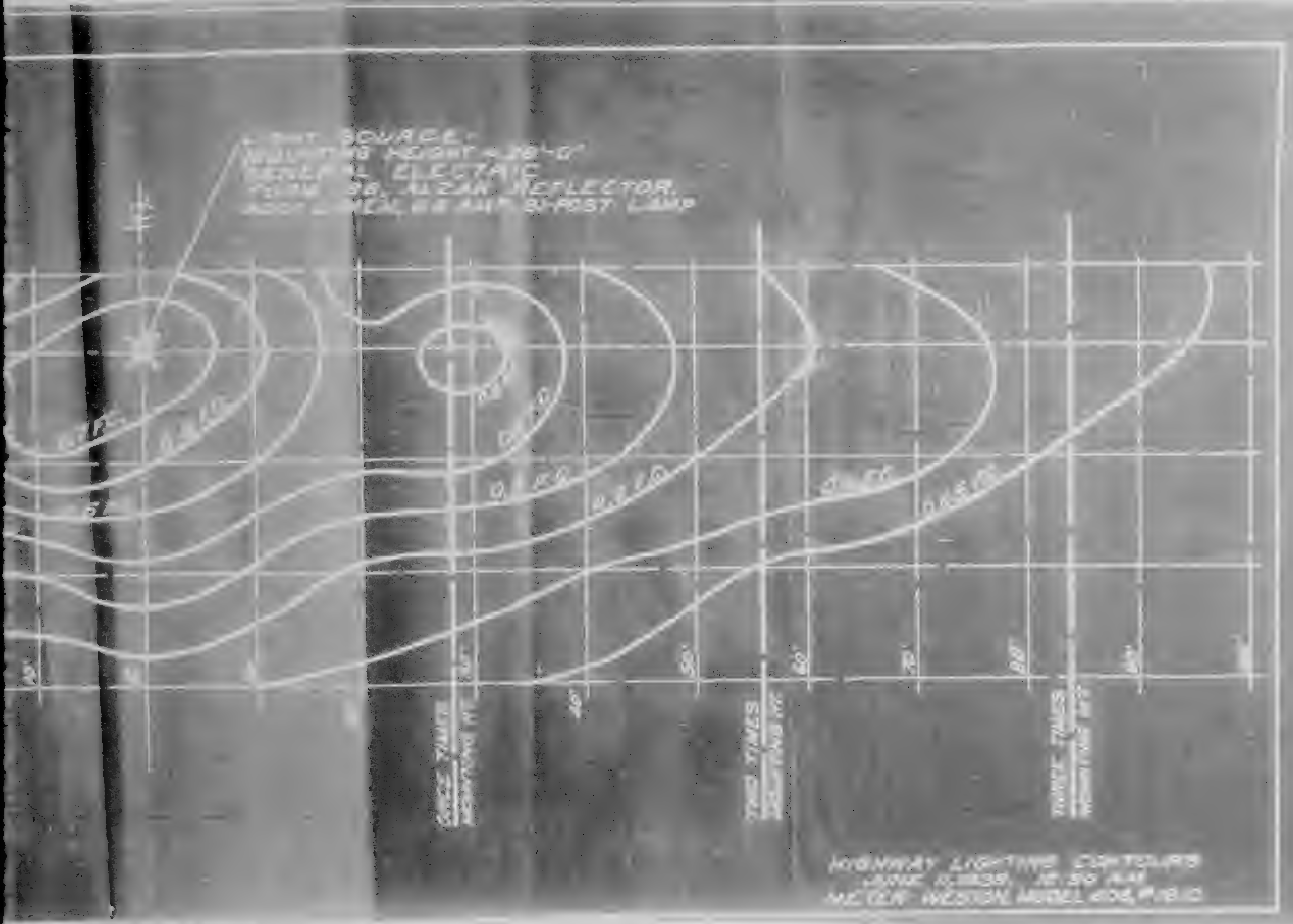




HIGHWAY LIGHTING CONTOURS 4
MAY 15, 1958, 12:55 A.M.
(METER: WESTON MODEL 603 ...)



THREE TIMES
MOUNTING HT
TWO TIMES
MOUNTING HT
40'
ONE TIMES
MOUNTING HT
30'
20'


LIGHT SOURCE:
MOUNTING HEIGHT = 28'-0"
GENERAL ELECTRIC
FORM 88, ALZAK REFLECTOR,
4000 LUMEN, 6.6 AMP. SI-POST LAMP
0.5 F.C.
0.2 F.C.
0.1 F.C.
0.05 F.C.
10'
20'
30'
40'
50'
60'
70'
80'
90'
100'
ONCE TIMES MOUNTING HT.
TWO TIMES MOUNTING HT.
THREE TIMES MOUNTING HT.
HIGHWAY LIGHTING CONTOURS
JUNE 11, 1935, 12:50 A.M.
METER: WESTON, MODEL 603, #1810

RECEIVED
JUN 13 1938
FOR FILING

11-0-a

June 11, 1938

Mr. Ormond R. Bean
City Commissioner
Department of Public Works
City Hall
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of May 31st concerning the lighting of the Interstate Avenue. Our plans for lighting this street contemplate overhead wiring and will not require the installation of conduits. As you know, this street now has trolley bus wiring out to Killingsworth Avenue and we understand that the company propose to extend this wiring through to Lombard Street. The wiring for the street lights will all be above the trolley bus wiring and will not add any objectionable feature.

The Bureau of Public Roads have refused to concur in the lighting of this street. We are, however, continuing negotiations with them, and it may be that arrangements can be worked out so that the section can be lighted. If such arrangements can be worked out, the lighting can be done under a separate contract without interference with the present resurfacing project, provided the city will bear cost of maintenance and operation.

Very truly yours,

R. H. Baldock
State Highway Engineer

REFERRED TO
Mr. Paxson
By State Highway Engineer

Please prepare reply.

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
ate Ave. **OREGON**
EPARTMENT OF PUBLIC WORKS

RECEIVED
JUN 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938.

ock, Engineer,
way Department,
gon.

In re: conduit for lighting system on North Interstate avenue

Enclosed you will find a letter from George , President of the Interstate Avenue Association, in which he calls attention to the need of the installation of a conduit for lighting system on North Interstate avenue.

Certainly it would be proper to include a conduit for future use, even if a complete lighting system cannot now be provided, and we hope that you can find sufficient money to at least rough in for future use.

Yours very truly,

Ormond R Bean
COMMISSIONER OF PUBLIC WORKS

B:G

ORMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS

N. Interstate Ave.
No. 188644

RECEIVED
JUN 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938.

R. H. Baldock, Engineer,
State Highway Department,
Salem, Oregon.

In re: conduit for lighting system on North Interstate avenue

Dear Sir:-

Enclosed you will find a letter from George C. Brigham, President of the Interstate Avenue Association, in which he calls attention to the need of the installation of a conduit for lighting system on North Interstate avenue.

Certainly it would be proper to include a conduit for future use, even if a complete lighting system cannot now be provided, and we hope that you can find sufficient money to at least rough in for future use.

Yours very truly,

Ormond R Bean
COMMISSIONER OF PUBLIC WORKS

B:G

INTERSTATE AVENUE ASSOCIATION

STANDS FOR
CITY AND COUNTY PROGRESS
319 LUMBERMENS BUILDING

GEO. C. BRIGHAM, PRES.
E. E. MILLER, VICE-PRES.
A. BOSKOWITZ, TREAS.
E. L. ELLISON, SEC'Y

UNIVERSITY 1611
BROADWAY 2283

EXECUTIVE COMMITTEE--
M. E. THOMPSON
SAM L. WOODWARD
W. M. DELIN
NELS REED
CHAS. E. STEELSMITH

JANTZEN BEACH
STOCK SHOW
PROPOSED EXTENSION
NORTH BOUND
PACIFIC HIGHWAY
INTERSTATE AVE.
FREMONT
PROPOSED BRIDGE
LARRABEE ST.
BROADWAY BRIDGE

NO. 188644
MAY 28 1938
DEPARTMENT OF PUBLIC WORKS
FOR YOUR ATTEN.
ACK.
REC'D.
FORW'D.
REC'D.
SENT TO FILE BY
DATE

Interstate Ave

PORTLAND, OREGON, May 27, 1938

Commissioner O. R. Bean
Public Works Dept.
City Hall, City

Dear Sir:

In going over the plans of the State Highway Commission showing the manner in which they propose to improve Interstate Avenue, we notice that there is no provision for the laying of a conduit for the future erection of lighting standards down the center strip.

We have, since we were instrumental in having this fine arterial highway opened to the public, planned on this type of lighting and it would seem to us that the proper time to lay these electrical conduits is at the time the center strip is layed with concrete so that this will not have to be disturbed in the future when these lights are installed.

We feel that the five inch high five foot wide center island extending across the intersections as planned will divide business. This may or may not be for the good of the property owners along the street but we are willing to have the job completed without protest on this score.

Some day there will be a demand and need to further widen this arterial highway and we want the conduit included in project at this time.

Thanking you for your efforts in our behalf, we are

Very truly yours
INTERSTATE AVENUE ASSOCIATION

GCB-b

By Geo C. Brigham Pres.

O. B.

188644

RECEIVED
JUN 11 1938
FOR FILING

FA 160-A

June 10, 1938

Truscon Steel Company
2139 North Kerby Avenue
Portland, Oregon

Attention: C. C. Ming

Gentlemen:

This will advise that the 3/4" - 6" dowel pins specified for the Columbia Boulevard-Harding Avenue Project on Interstate Avenue in Portland are to be plain round bars (3/4" diameter) of the same grade of steel as is specified for the 3/4" - 24" dowel bars.

No paint is required on the 3/4" - 6" pins.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED

TRUSCON STEEL COMPANY
STEEL PRODUCTS
GENERAL OFFICES AND MAIN PLANT, YOUNGSTOWN, OHIO

C. W. ANDERSON
DISTRICT SALES MANAGER

2139 NORTH KERBY AVE.
PORTLAND, ORE.

June 8, 1938

Oregon State Highway Dept.
Salem, Oregon

Attention Mr. Probert.

Re: Columbia Blvd.-Harding Ave. Paving.

Dear Sir:

Item 38 of the bid sheet calls for 4300 3/4"x6" Dowel Pins. Will you please advise whether reinforcing bars can be used for this or plain round (painted) will be required.

Thanking you for an early reply we are

Very truly yours,

Truscon Steel Company

By C.C. Nims
Engineer Salesman

CCN:fh

QUOTATIONS SUBJECT TO CHANGE WITHOUT NOTICE. ALL AGREEMENTS ARE CONTINGENT UPON STRIKES, ACCIDENTS AND OTHER DELAYS UNAVOIDABLE OR BEYOND OUR CONTROL. ALL CONTRACTS ARE SUBJECT TO THE APPROVAL OF GENERAL SALES OFFICES AT YOUNGSTOWN, OHIO

RECEIVED
AUG 18 1938
FOR FILING

June 7, 1938

3a

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

This note is to remind you to write another letter to Mr. W. H. Lynch, District Engineer of the Bureau of Public Roads, in regard to the financing of a proposed lighting system on Interstate Avenue Project, Portland. The Commission authorized the contracting of this project separately from the construction project.

Very truly yours,

HBG:AM

Secretary

4

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 16 1938
OREGON
STATE HIGHWAY COMMISSION

May 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of May 7 asking if the installation of a lighting system on Interstate Avenue in Portland will be eligible for Federal participation.

It has been held by the Chief of Bureau that the use of motor vehicle revenue for illumination within cities would constitute a diversion of those funds, as illumination within cities is not primarily for safety of vehicular traffic but is for other major purposes. For the same reasons it does not appear that such installations within cities would be eligible for participation with Federal Aid.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

REFERRED TO
[illegible]
State Highway Engineer
[illegible]

R

RECEIVED
JUN 4 [illegible]
FOR FILING

160-A

June 3, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In order to make provision for the future installation of reflector buttons in the edges and ends of the concrete safety islands, we have found it necessary to make some additions to the plans and specifications for the Columbia Boulevard-Harding Avenue Project (FA 160-A).

The additions referred to consist of one plan sheet numbered "2B" and one sheet of special provisions numbered "35a." A slight revision has been made, also, in the next to the last paragraph on sheet 36 of the special provisions. Neither the bid quantities or the estimates of cost are affected.

Copies of the additional plan sheet and of the additional and revised sheets of special provisions are being sent to you under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM S-A-1 15M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1st, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

In answer to your inquiry concerning lights on Interstate Avenue, I beg to advise that the Bureau of Public Roads refused to co-operate on this illumination. However, we have since received some assurance that a modification might possibly be made, but it was received too late to be included in the present plans and would necessitate a separate contract.

There will be no illumination at the ends of the traffic islands except reflectors. It is uneconomical to place a conduit for the synchronizing of traffic lights which can be more cheaply done by synchronized motors.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 23 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 2 - 1938
OREGON
STATE HIGHWAY COMMISSION

May 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 160-A (1), the Columbia Blvd.-Harding Avenue section of the Pacific Highway West in Portland, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

It is requested that retaining wall design be revised to include reinforcing steel in the heel section. Please furnish revised plan sheets at your early convenience.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
MAY 23 1938
FOR FILES

FA 160-A

May 20 1938

Mr R H Baldock Attention Mr H G Smith
State Highway Engineer
Salem Oregon

Interstate Ave Plans

NOTED
State Highway Engineer

Dear Sir;

Mr Apperson calls my attention to 3 errors on the grade resolution submitted to City for Approval recently. I asked him to have his steno make correction on copies sent him and suggest copies at Salem be corrected. I have never received a copy or set of plans. Please send them to me. The errors were on page 3
on line 9 should read southeasterly instead of southwesterly.
on line 24 should read 334 feet instead of 234.
on line 25 should read southeasterly instead of southwesterly

He wanted us on the diagonal between Argyle and Kilpatrick to build sidewalk right against property line and either leave a strip of grass next curb or make sidewalk and curb 8 ft wide. Told him I thought this would be Ok. He also wanted a walk along the northeast side of Interstate from Reverre to Michigan. As you remember there is none there now and a high sand cut bank. Told him BPR would not build walk where none existed before. He suggested we get wall and path built now. He will not insist on this but thinks a walk will be required there sometime. I doubt if there is suff icient pedestrians to warrant expense of retaining wall. I said I would bring to your attention. Council will act on plans next Wednesday. I can come to Salem Monday should you so wish.

Yours Truly

Division Engineer

FORM 8-T-1 8M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

May 7, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTE
JOHN BEAKEY

RECEIVED
MAY 10 1938
OFFICE OF
TRAFFIC ENGINEER

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

This department is contemplating the installation of a lighting system on Interstate Avenue in Portland in connection with the proposed improvement of that street.

Will you please advise if the Bureau will approve an expenditure of Federal funds for this purpose. Roughly, it is estimated that the installation of an incandescent lighting system will cost $25,000 and a sodium vapor system $30,000.

Very truly yours,

COPY

R. H. BALDOCK (signed)

State Highway Engineer

RHB:JB:JJ

cc. John Beakey

Mr. G. S. Paxson
Bridge Engineer
Office

This copy prepared in confirmation of Paxson-Hinges telephone conversation this date.

Hinges
6/17/38

FORM 5-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

FA 160-A

May 7, 1938

NOTED
State Highway Engineer

Mr. E. A. Collier
Division Engineer
605 Weatherly Building
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of May 4th transmitting maps, estimates of cost, areas of land to be taken, and total comparative estimates, including right of way costs, on three alternate lines on the Interstate Avenue project in the vicinity of Mason and Skidmore Streets.

Mr. Benson and I have gone over the proposed changes and have checked the right of way cost estimates prepared by Mr. Dean. While our right of way appraisals vary a few thousand dollars from those he made, it does not appear that, considering both construction costs and right of way costs, the examined revisions in the existing line are feasible and we do not feel that from a right of way standpoing we would care to make any recommendation that the line be changed.

We thank you very much for your courtesy in supplying us with these data, and in view of the outcome we are returning to you the tracing which was prepared, as we assume that you will want to have it in your records and that if the matter does come up again it will be handled by you through the regular engineering channels. We are keeping the estimates of cost for our records and likewise are keeping a print of the tracing.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

May 7, 1938

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

This department is contemplating the installation of a lighting system on Interstate Avenue in Portland in connection with the proposed improvement of that street.

Will you please advise if the Bureau will approve an expenditure of Federal funds for this purpose. Roughly, it is estimated that the installation of an incandescent lighting system will cost $25,000, and a sodium vapor system $30,000.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

RHB:JB:JJ

27

May 3, 1938

39

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

In regard to the lighting of Interstate Avenue, the Commission instructed you to ascertain whether or not the Bureau of Public Roads would approve an expenditure of government funds for such lighting. You were also instructed to contact the officials of the City of Portland in regard thereto.

It is my understanding that the Commission approved the installation of sodium vapor lights provided they are so installed that they can be changed at minimun expense to the incandescent type at a later date. It is also my understanding that, in the event such lighting system is installed on Interstate Avenue, the authorization for similar lights on the East Portland-Oregon City Highway between Ross Island Bridge and 17th Street will be canceled.

Very truly yours,

HBG:AM

Secretary

S.T-1 SM 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

45

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION

TRAFFIC ENGINEERING DEPARTMENT
SALEM

39

IN REPLY PLEASE REFER TO FILE NO.

April 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Office Building

Dear Sir:

Reference is made to the matter of lighting on the proposed Interstate Avenue improvement project in Portland.

I was discussing this with Mr. Collier yesterday and it did not appear that any decision has been reached as to the extent and scope of the lighting installation. In other words, is it the intention to light only the intersection or to provide a system that will give a uniform light between the intersections as well as at the intersections. Concentrating the light at the intersections, only, will, of course, be the cheapest but will not be as satisfactory. Under such conditions, the eyes of the driver of an automobile must become accustomed to the light and again to darkness each two-hundred or three-hundred feet according to the length of the block. A thorough lighting system would, of course, be more advisable but would run into more money and there would also be the question of maintenance and operation by the City of Portland.

I believe this question should be considered rather carefully before the job is advertised.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:JJ

see notes also
sodium vapor cheaper than incandescent.
estimate based on incandescent lights.
questions by [illegible] — 1. [illegible] lights
2. type of lights - vapor sodium
3. [illegible]
4. will city pay for lights. — find out.

Baldock to find out if BPR will contribute
contact city officials.
OK by all
also approve sodium vapor - [illegible] change to other type or increase [illegible]
approved OK
M

IM 4-38

Commissioners
Henry F. Cabell, Chairman, Portland
E. B. Aldrich, Pendleton
F. L. Tou Velle, Jacksonville

H. B. Glaisyer, Secretary

R. H. Baldock
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of E. A. Collier, Division Engineer
PORTLAND, OREGON
605 Weatherly Bldg.
May 4, 1938

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Along each edge of the concrete center island on Interstate Avenue there should be placed a row of reflector buttons, one inch in diameter, spaced at 30 foot intervals. Around the curved ends of the islands and across the full width of intersecting streets where the island is not opened, there should be placed along the edge of the concrete center island a row of red reflector buttons approximately one inch in diameter and spaced at 4 foot intervals.

Mention has been made of the placing of these reflectors in recesses in the curb, but I believe to be effective they should extend above the curb and be placed three inches back from the edge. The sketch below indicates suggested positions.

Very truly yours,

EAC:DP
CC R. H. Baldock
S. H. Probert

E. A. COLLIER
DIVISION ENGINEER

FORM [illegible] 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 4, 1938

NOTED

[illegible] -1938
STATE [illegible] MISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

I am sending Mr. DeSousa today a sketch map and estimates for various alterations on Interstate Avenue at Mason Street.

I recommend the present plan be retained and the suggested alterations be abandoned for the reason that I believe they will cost us more money and, even if they cost us less, will not be as good as the plan originally designed.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
Engineer

ENGINEERS ESTIMATE

Interstate Avenue-Paving Length 3.333 Miles
April 27, 1938

- - - - -

Denver Viaduct to Kilpatrick St. ...... 34 feet between curbs
Kilpatrick Street to Revere St. ...... 60 feet between curbs

* * * * * *

1.	Clearing and Grubbing	All		Lump Sum	$ 600.00
2.	Excavation-single classification	28,000	cu.yd.	@ .30	8,400.00
3.	Trench Excavation	800	cu.yd.	@ 1.00	800.00
4.	Truck Haul	42,000	yd.mi.	@ .12	5,040.00
5.	Removal of old pavement	9,000	sq.yd.	@ .30	2,700.00
6.	Removal of old sidewalk	2,000	sq.yd.	@ .15	300.00
7.	Removal of old curbs	7,000	lin.ft.	@ .05	350.00
8.	Removal of catch inlets	20	each	@ 5.00	100.00
9.	Sewer Pipe 8-inch	1,400	lin.ft.	@ .40	560.00
10.	Sewer Pipe 12-inch	350	lin.ft.	@ 1.00	350.00
11.	Sewer Pipe 15-inch	200	lin.ft.	@ 1.50	300.00
12.	Concrete Catch inlets, new	40	each	15.00	600.00
13.	Concrete Curbs	300	cu.yd.	@ 12.00	3,600.00
14.	Adjusting Manholes	34	each	5.00	170.00
15.	Concrete Sidewalks	2,200	cu.yd.	@ 1.35	2,970.00
16.	Concrete Driveway Aprons	500	sq.yd.	@ 1.75	875.00
*17.	Concrete Retaining Wall	31'x10'-	High Estimate		600.00
18.	Dry Rubble Walls (Old Concrete)	25	cu.yd.	@ 6.00	150.00
19.	Gravel Base	8,000	cu.yd.	@ .90	7,200.00
20.	Rock for footpath 1/2" to 0	60	cu.yd.	@ 2.00	120.00
21.	Sand Cushion	1,600	cu.yd.	@ 1.00	1,600.00
22.	Portland Cement Concrete Pavement	55,000	sq. yd.	@ 1.65	90,750.00
23.	Expansion Joint 3/4"x7"	8,500	lin.ft.	@ .20	1,700.00
24.	Expansion Joint 3/4"x 2"	11,000	lin.ft.	@ .10	1,100.00
25.	Expansion Joint 1/2"x 7"	2,000	lin.ft.	@ .15	300.00
26.	Contraction Joints	26,000	lin.ft.	@ .05	1,300.00
27.	Dowels	22,000	each	.20	4,400.00
28.	Tie Bars and Reinforcement	14,000	lbs.	@ .04	560.00
29.	Filler	350	cu.yd.	@ .50	175.00
30.	Filler Haul	1,100	yd.mi.	@ .15	165.00
31.	Asphaltic Concrete Class "B"	770	tons	@ 5.00	3,850.00
32.	Cutback Asphalt Wearing Surface	800	tons	@ 6.00	4,800.00
33.	Concrete Center Islands	9,800	sq.yd.	@ 2.50	24,500.00
34.	Conduit for power lines	19,000	lin.ft.	@ 1.00	19,000.00
35.	Light Standards	80	each	180.00	14,400.00
					$204,385.00
	Extra Work-Moving Fire Hydrants-City	5	each	100.00	500.00
	Plus 10% for Engineering and Contingencies				20,115.00
				TOTAL	$225,000.00

* To be designed by the Bridge Dept.

FORM G-G-1 2M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

April 12, 1938

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: L. F. Heugerman

Dear Sir:

Regarding plans for Interstate Avenue, wish to advise that the grade shown on the profile is for crown of finished pavement at center of street. This will be covered by the center island except at street intersections.

Elevations are based on Portland City datum, which is 2.45 below U. S. G. S. datum. Fire hydrants are to be moved straight back at the following three locations: northeast corner of Revere and Interstate, southeast corner of Graham and Interstate, northwest corner of Russell and Interstate. There is also a hydrant on Fenwick, between Willis and Mc Clellan streets, in the middle of the block to be moved and we have asked the city for a new location and will advise.

I will send you details for several other items within the next day or so.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 2-K-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

March 5, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Herewith there is returned to you communication from Mr. Glaisyer dated March 2, 1938, under file No. 2h-1, relative to instruction by the Commission to notify the City of Portland that the State Highway Commission would not proceed with this improvement until the City passes its ordinance providing for a center parking strip. To this letter there is attached a reference thereof to the writer, with a request for the preparation of a reply. I assume by this that you mean the preparation of a letter to the city officials of Portland.

Neither Mr. Devers nor I was called in or was present at any conferences which you may have held with the City of Portland, and we do not have sufficient information on the matter to dictate the proper communication.

Mr. Glaisyer's letter and your reference notation are returned herewith.

Yours very truly,

J. M. DEVERS

By J. W. DeSouza a.w.
J. W. DeSOUZA
Assistant Attorney

Enclosure
JWD:AW

48

16-1

May 3, 1938

Mr. R. H. Baldock
State Highway Engineer
OFFICE

3r

Dear Sir:

The State Highway Commission, at its meeting on April 27, considered the proposition of the Portland Traction Company for the construction of a turn-around for its trolley buses at the intersection of Interstate Avenue and Willis Boulevard, involving the use of a triangular piece of state-owned property which was intended for use as a safety island.

The Commission decided to proceed with the construction of the highway as planned and to defer negotiations with the Traction Company until a future date.

Very truly yours,

HBG:AM

Secretary

32 ~~#2~~

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Office Building

Dear Sir:

Herewith a copy of a letter to Mr. Collier in regard to the trolley busses on Interstate Avenue in Portland. I am also attaching hereto maps showing the intersection of Denver Avenue and Willis Street where the Portland Traction Company wishes to utilize a triangular piece of property for a turn-around for their busses. It is the intention to obtain this property as part of our right-of-way and, primarily, to preclude its use for commercial purposes.

It is my understanding that you wish to bring this matter to the attention of the Commission for official action, and, for your further information, wish to say that at the present time the trolley bus lines do not extend north of Killingsworth Street but that in the future it is contemplated to extend the line to Denver and Willis. This may not be done for two or three years.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:JJ

M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

April 7, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier, Division Engineer
605 Weatherly Building
Portland, Oregon

Dear Sir:

After leaving your office yesterday, I saw Mr. Pumfrey of the Portland Traction Company in regard to the turning radii necessary for trolley busses entering and leaving Interstate Avenue. You will recall that there were four places where he proposes to turn the busses in and out of Interstate Avenue, including Denver and Willis, Interstate and Lombard, Interstate and Saratoga, and Interstate and Killingsworth.

The first mentioned intersection involves the use of a triangular shaped piece of ground and, no doubt, will be included in the State Highway right-of-way, and it is my understanding that Mr. Baldock wishes to place this matter before the State Highway Commission. In any event, it is not necessary that anything be done about it at this time inasmuch as the Traction Company does not have immediate plans for the extension of the Interstate line that far north.

The manner in which he proposes to turn the busses at Interstate and Lombard appears to be satisfactory inasmuch as it does not require any revision of our plans. It does, however, require a left turn across the Interstate Avenue traffic, but it does not appear that this left turn can be eliminated.

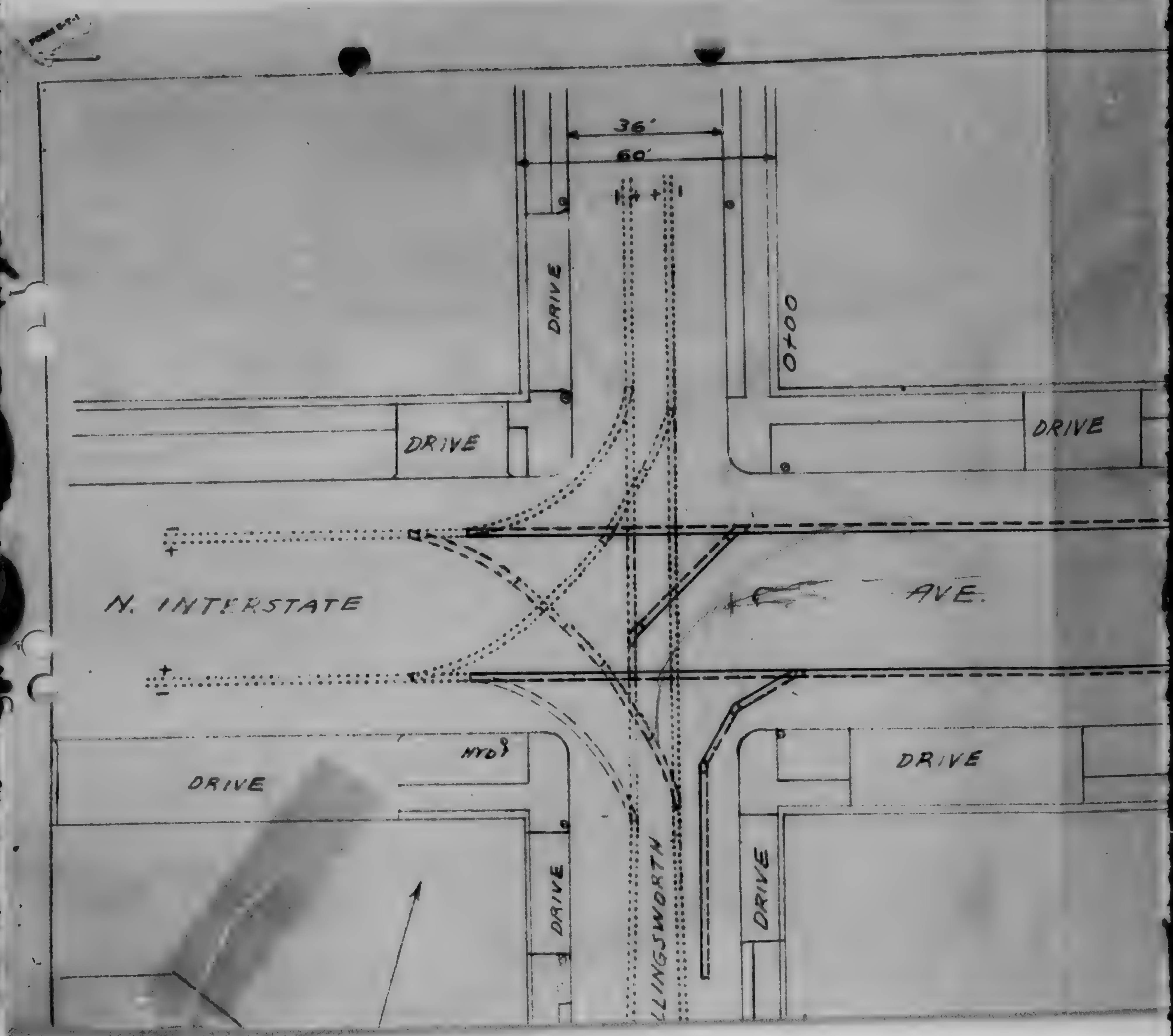
In regard to the intersections of Interstate and Saratoga, and Interstate and Killingsworth, Mr. Pumfrey said that he would make a revised lay-out which he believed would conform to our plans and permit the the extension of the center islands to the outer sidewalk line as originally planned.

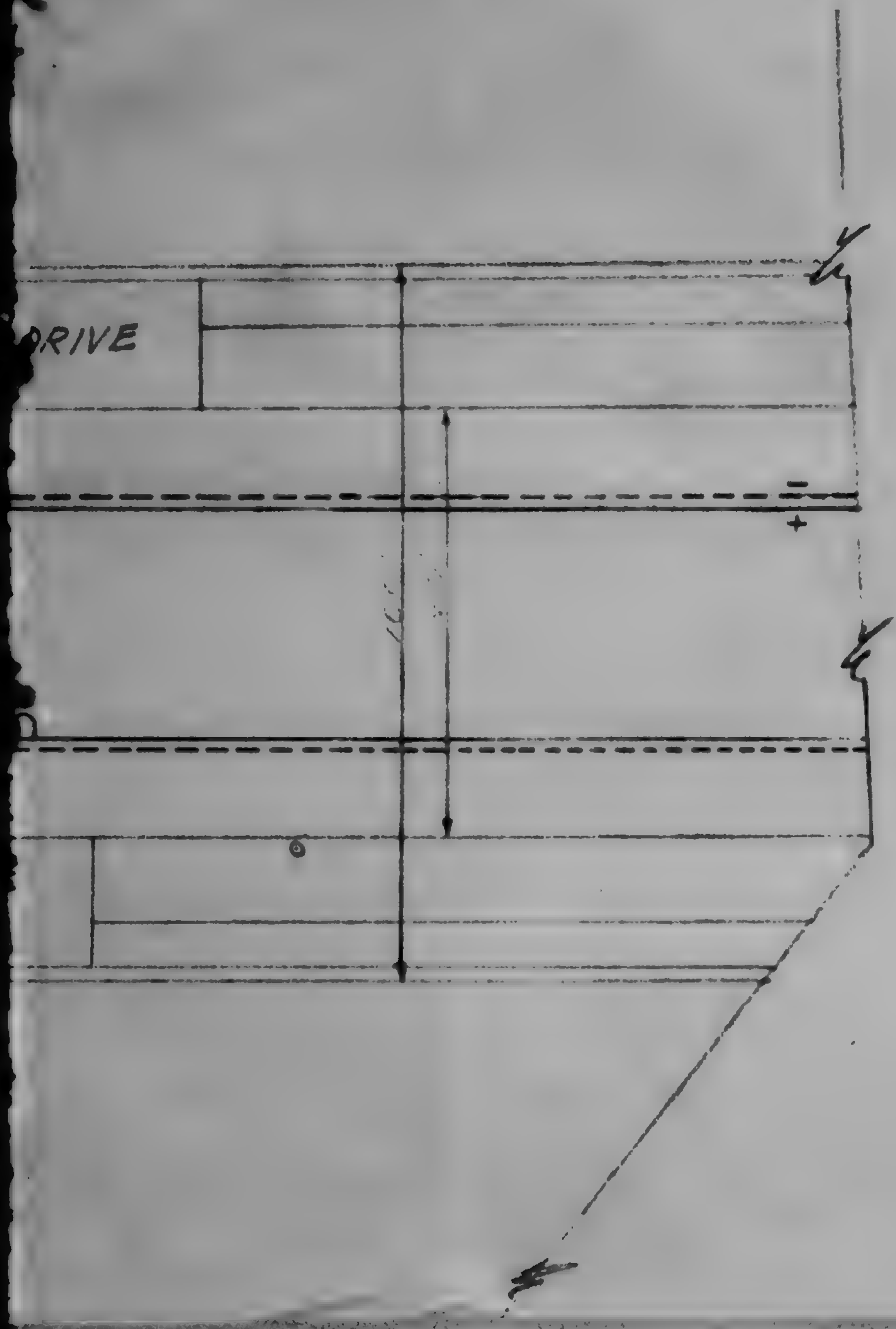
It seems that the trolley frogs and switches are made up in standard shape and size, and any departure from these shapes and sizes require specially made equipment at increased cost to the Traction Company. This, no doubt, was the reason that they wished to use the larger turning radii; in other words, shorter radii can be used. This will mean that the original plans in regard to the improvement can be followed with the exception that Saratoga Street will be left open rather than closed.

Very truly yours,

JB:JJ
cc. R. H. Baldock

John Beakey
Traffic Engineer


36'
60'
DRIVE
0+00
DRIVE
DRIVE
N. INTERSTATE
AVE.
HYD
DRIVE
DRIVE
DRIVE
DRIVE
LLINGSWORTH



NOT

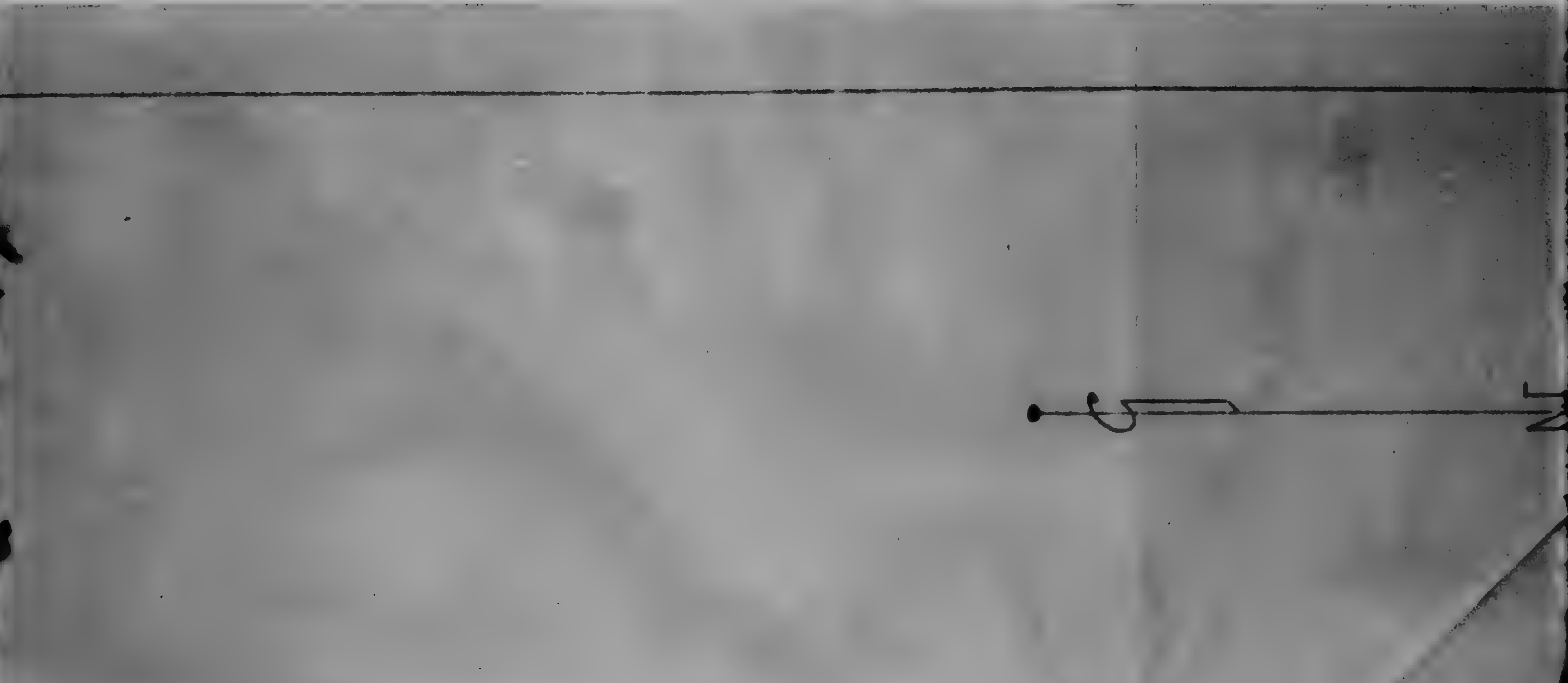
Tota
from
of K
of Wi
Total
St =
Lengt

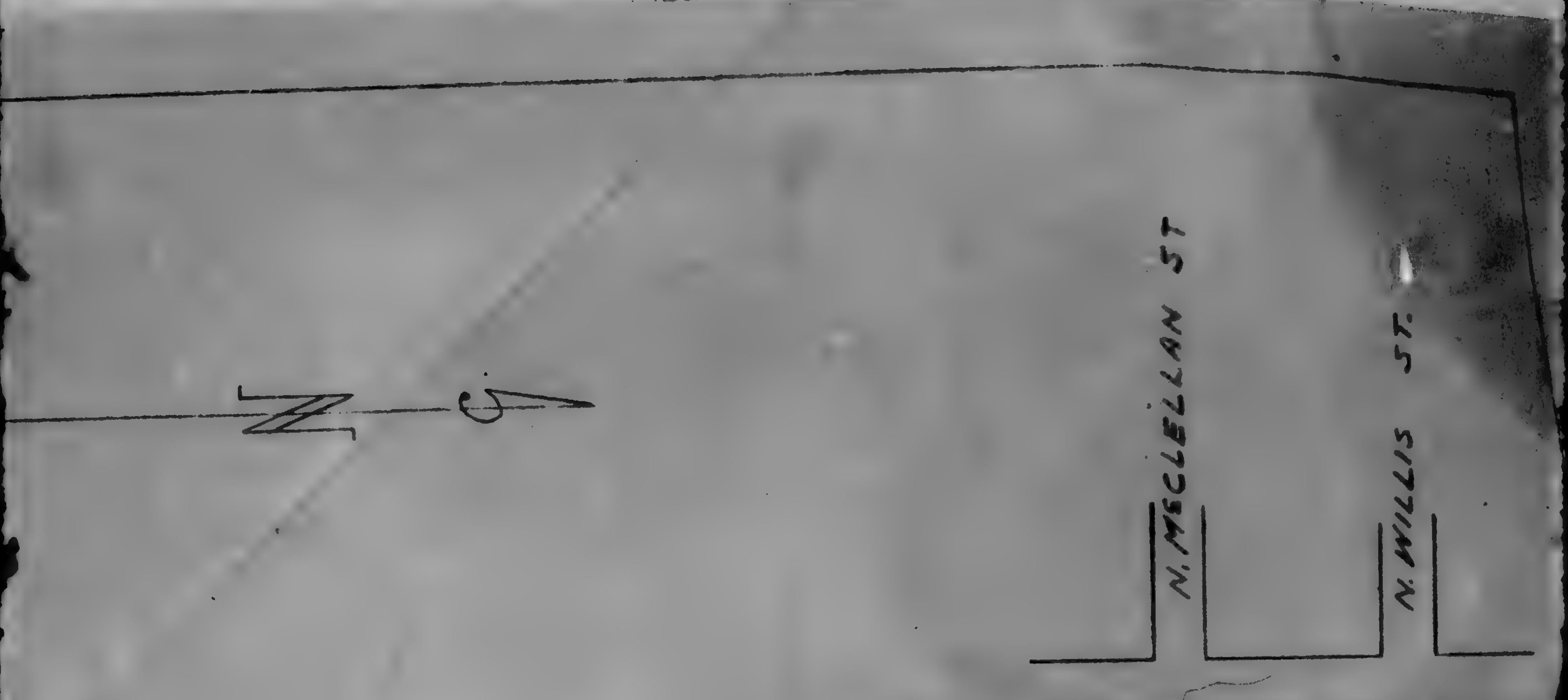
NOTE!

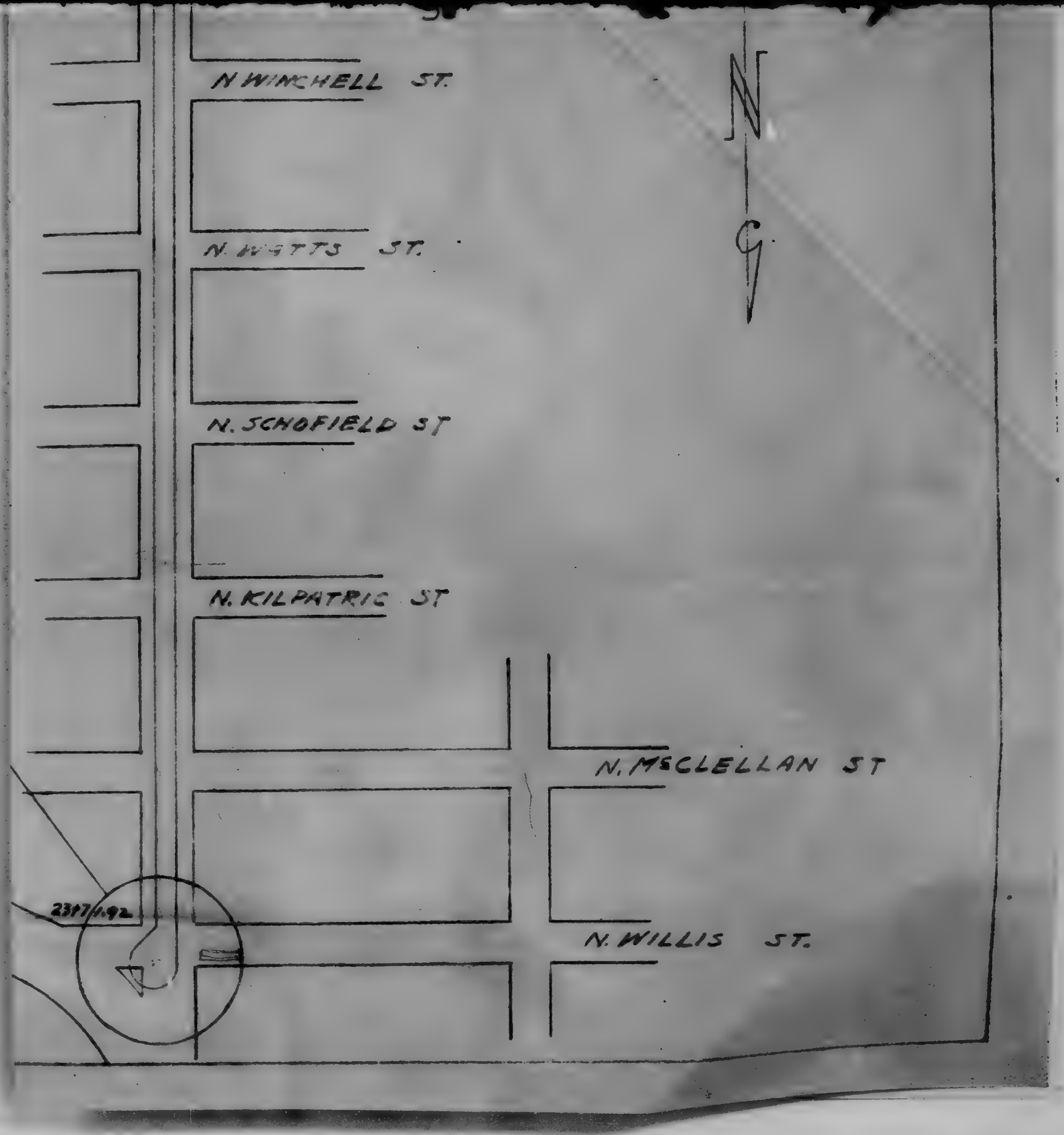
Total length, exclusive of turnarounds, from a point 73' South of the north property line of Killingsworth St. to the south property line of Willis St. = 8931 feet.

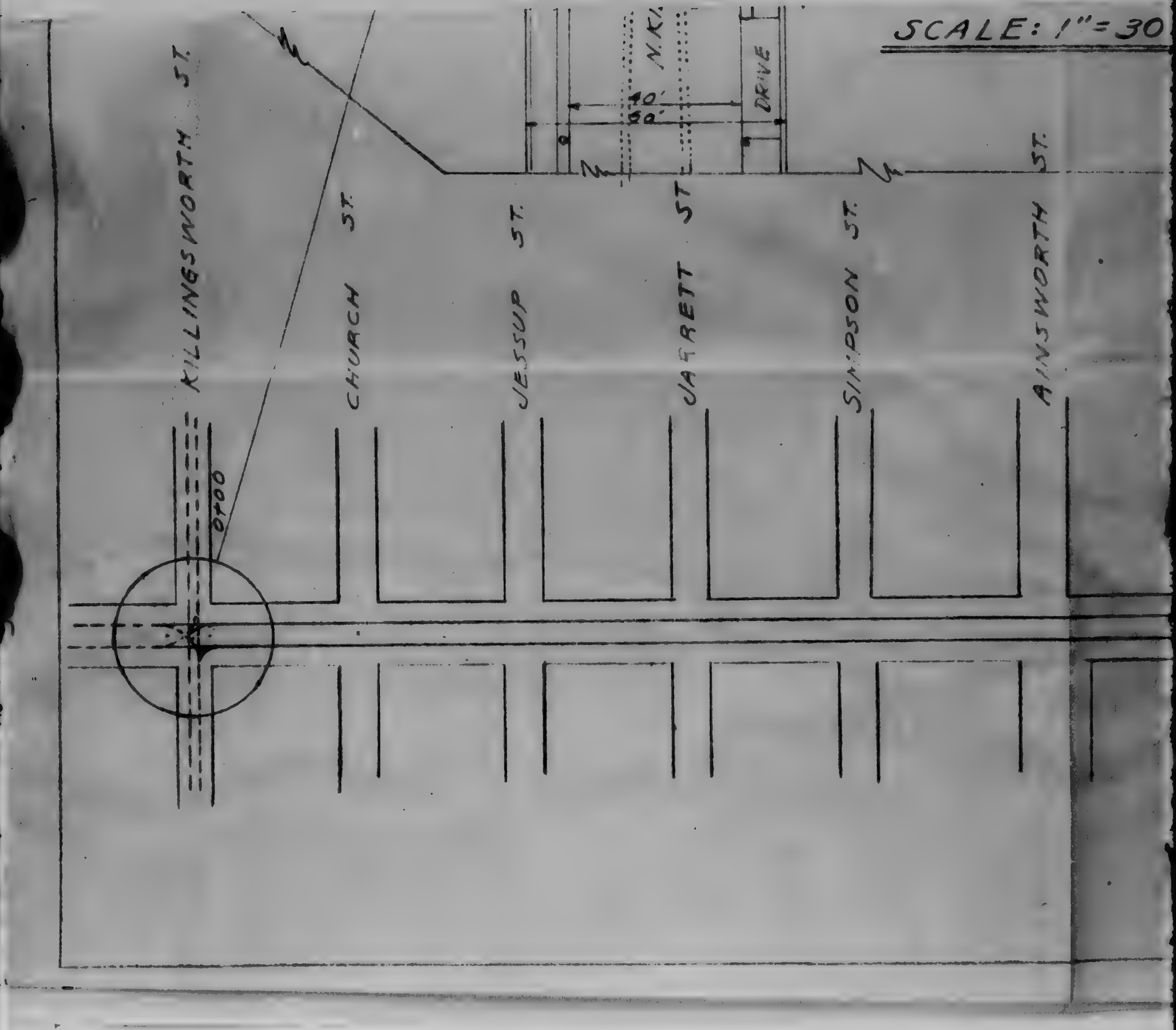
Total approx. length of curves at Killingsworth St = 175 feet

Length of loop, between Dekum and Saratoga Sts. =

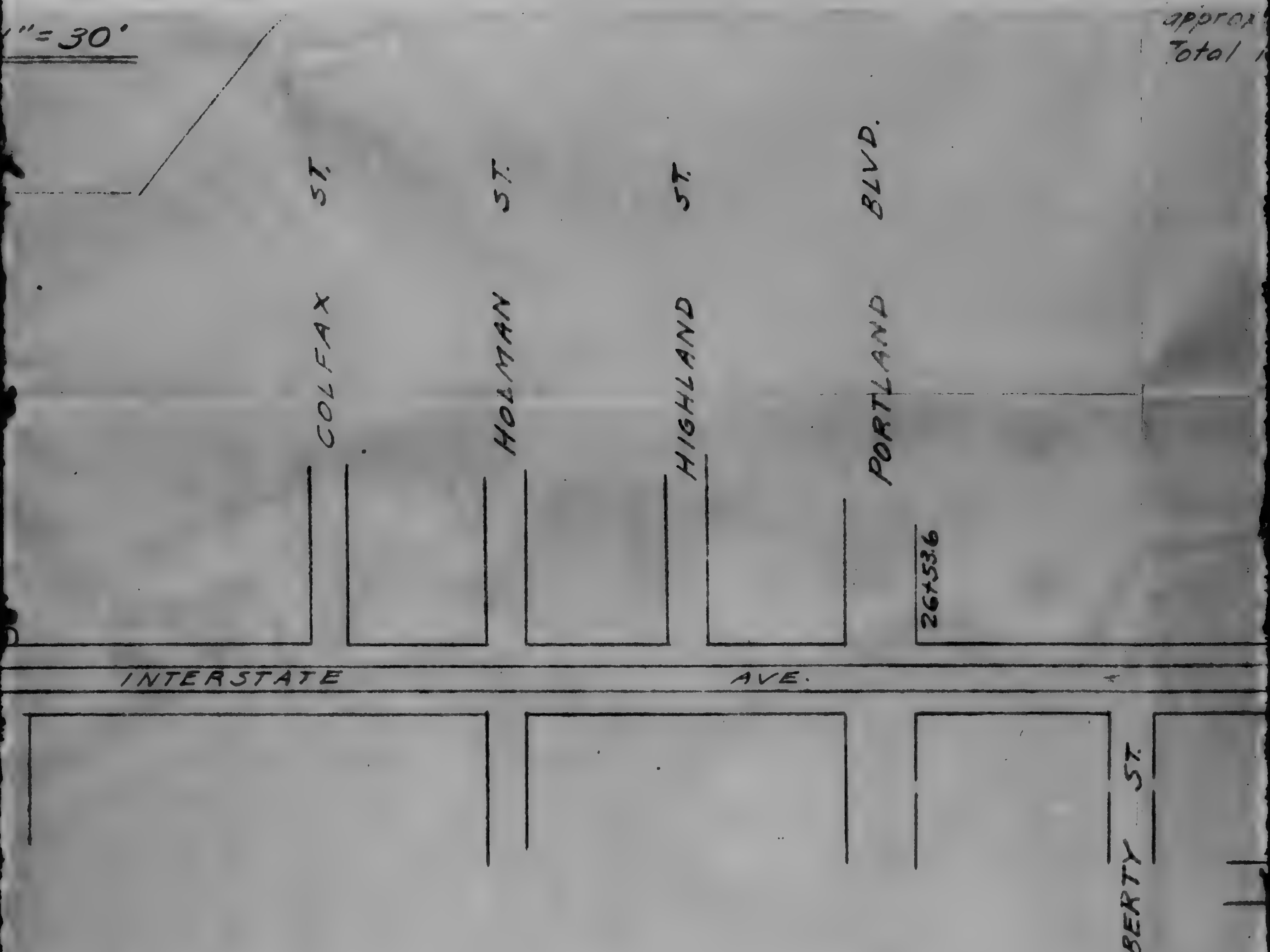

N. DENVER AVE
N. CAMPBELL AVE
BLVD
N. FARRAGUT ST.
N. TERRY ST.
RUSSETT ST.
11+34.24
0+00


N. TERRY ST.
N. WINCHELL ST.
N. WATTS ST.
N. SCHOFIELD ST
N. KILPATRIC ST
N. McCLELLAN ST
N. WILLIS ST.
2307.92

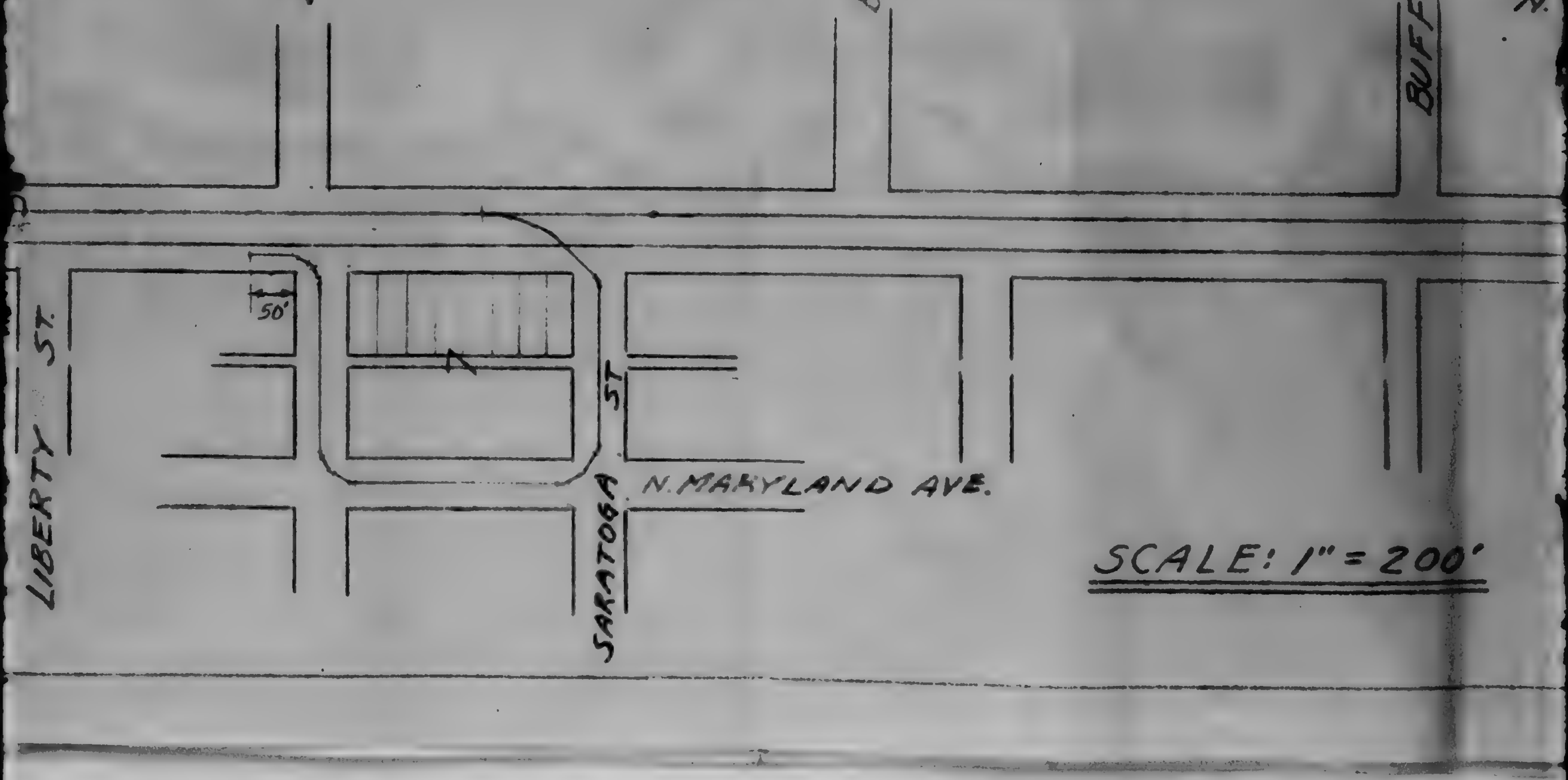

N WINCHELL ST.
N. WATTS ST.
N. SCHOFIELD ST
N. KILPATRIC ST
N. McCLELLAN ST
N. WILLIS ST.
N
2317/1.92

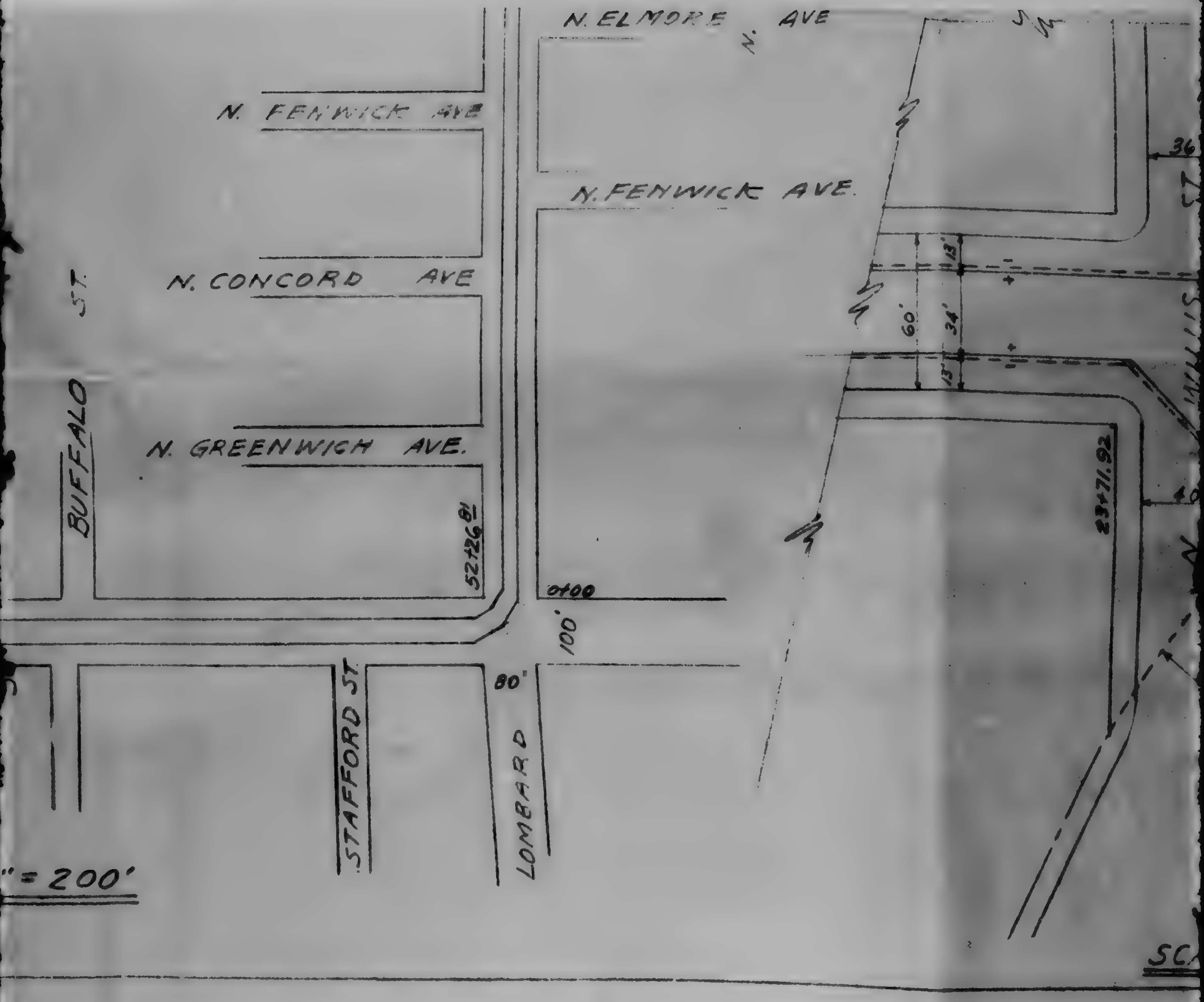


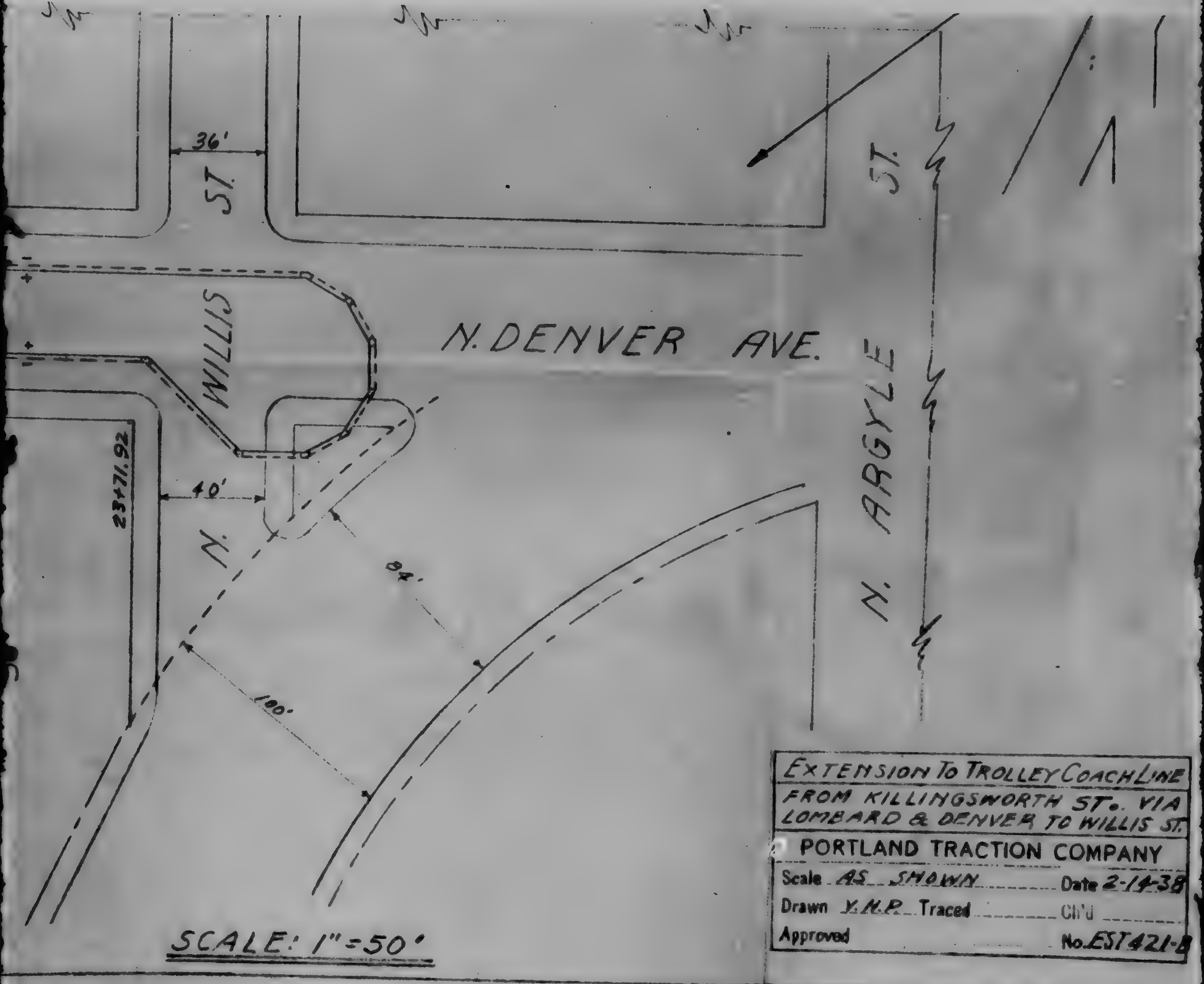
SCALE: 1"=30
KILLINGSWORTH ST.
CHURCH ST.
JESSUP ST.
JARRETT ST
SIMPSON ST.
AINSWORTH ST.
N. K
DRIVE
40'
50'
0+00


1"=30'
approx
Total
COLFAX ST.
HOLMAN ST.
HIGHLAND ST.
PORTLAND BLVD.
26+53.6
INTERSTATE AVE.
LIBERTY ST.

approx. 910' feet
Total length of loop at Denver Ave. and Willis St. = 237 feet.


DEKUM ST
BRYANT ST
BUFFALO ST.
N.
LIBERTY ST.
50'
7
SARATOGA ST
N. MARYLAND AVE.
SCALE: 1" = 200'


N. ELMORE AVE
N
N. FENWICK AVE
N. FENWICK AVE.
N. CONCORD AVE
N. GREENWICH AVE.
BUFFALO ST.
52+26.81
0+00
100'
80'
STAFFORD ST.
LOMBARD
"= 200'
13'
60'
34'
13'
36
ST
23+71.92
40
SC

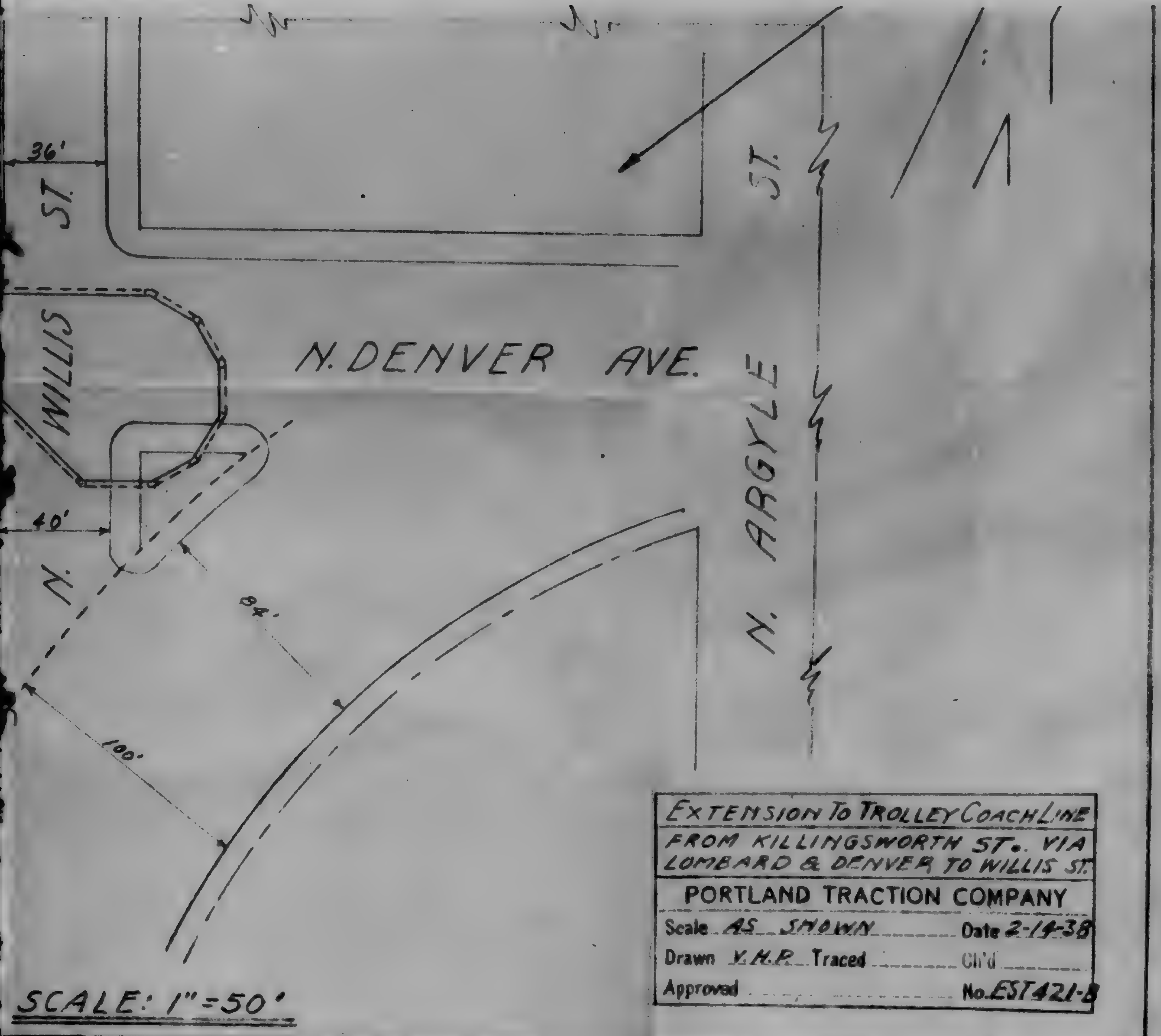

36'
ST.
WILLIS
N.
N. DENVER AVE.
ST.
N. ARGYLE
40'
23+71.92
94'
100'
+
-

SCALE: 1" = 50'

EXTENSION TO TROLLEY COACH LINE
FROM KILLINGSWORTH ST. VIA
LOMBARD & DENVER TO WILLIS ST.

PORTLAND TRACTION COMPANY

Scale AS SHOWN Date 2-14-38
Drawn Y.H.P. Traced Ch'd
Approved No. EST 421-B

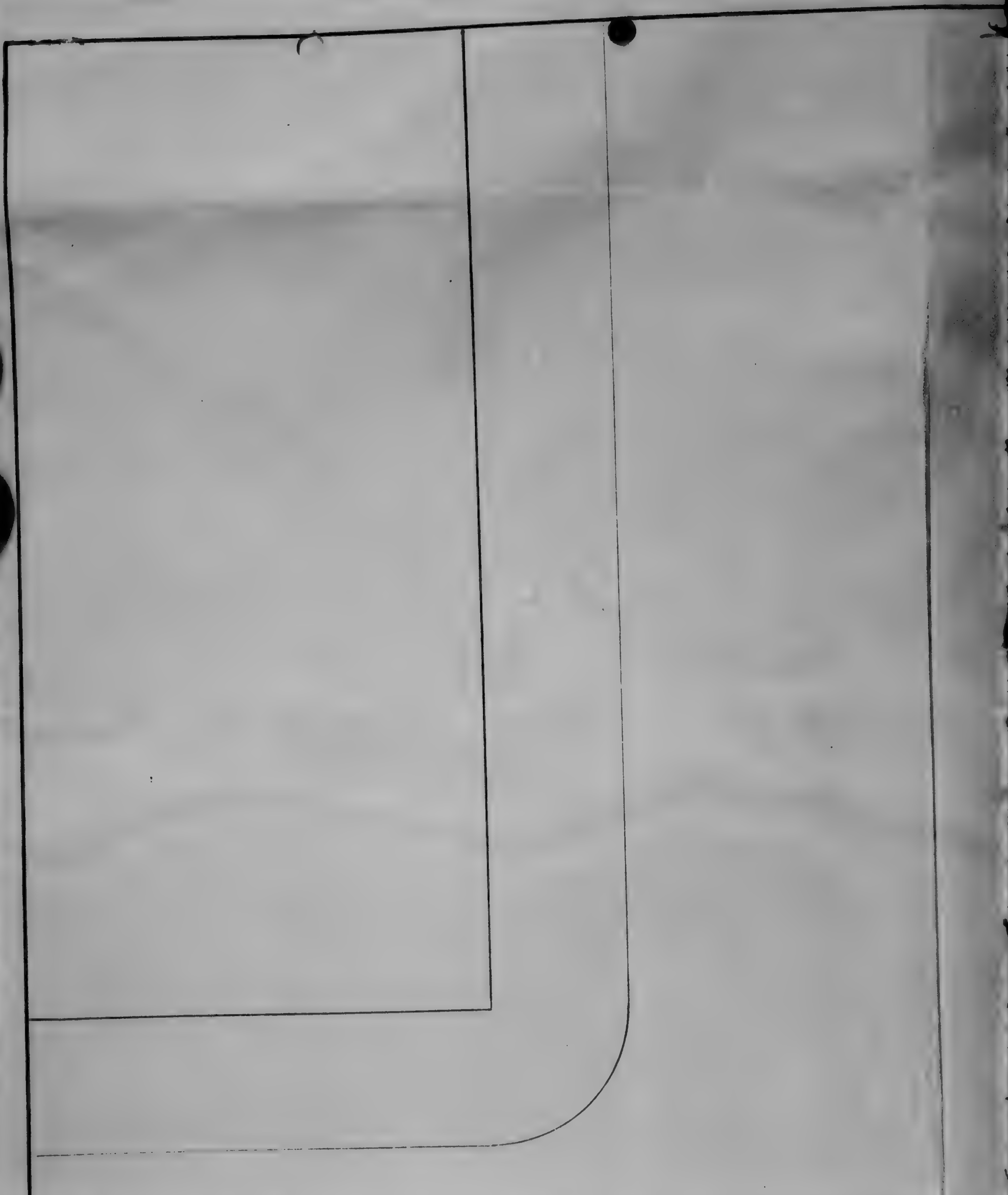

36'
ST.
N. WILLIS
N. DENVER AVE.
N. ARGYLE ST.
40'
84'
100'

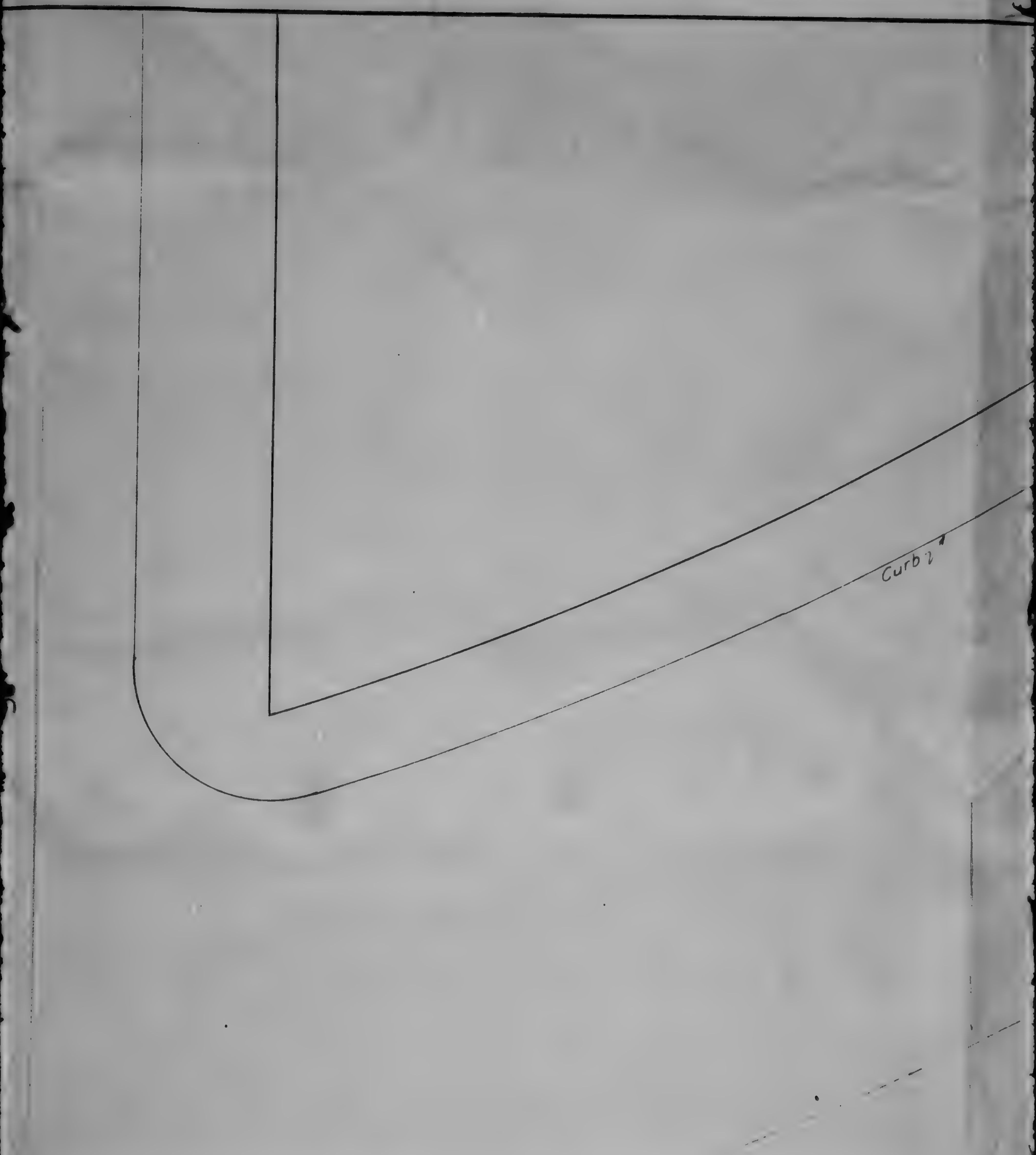
SCALE: 1" = 50'

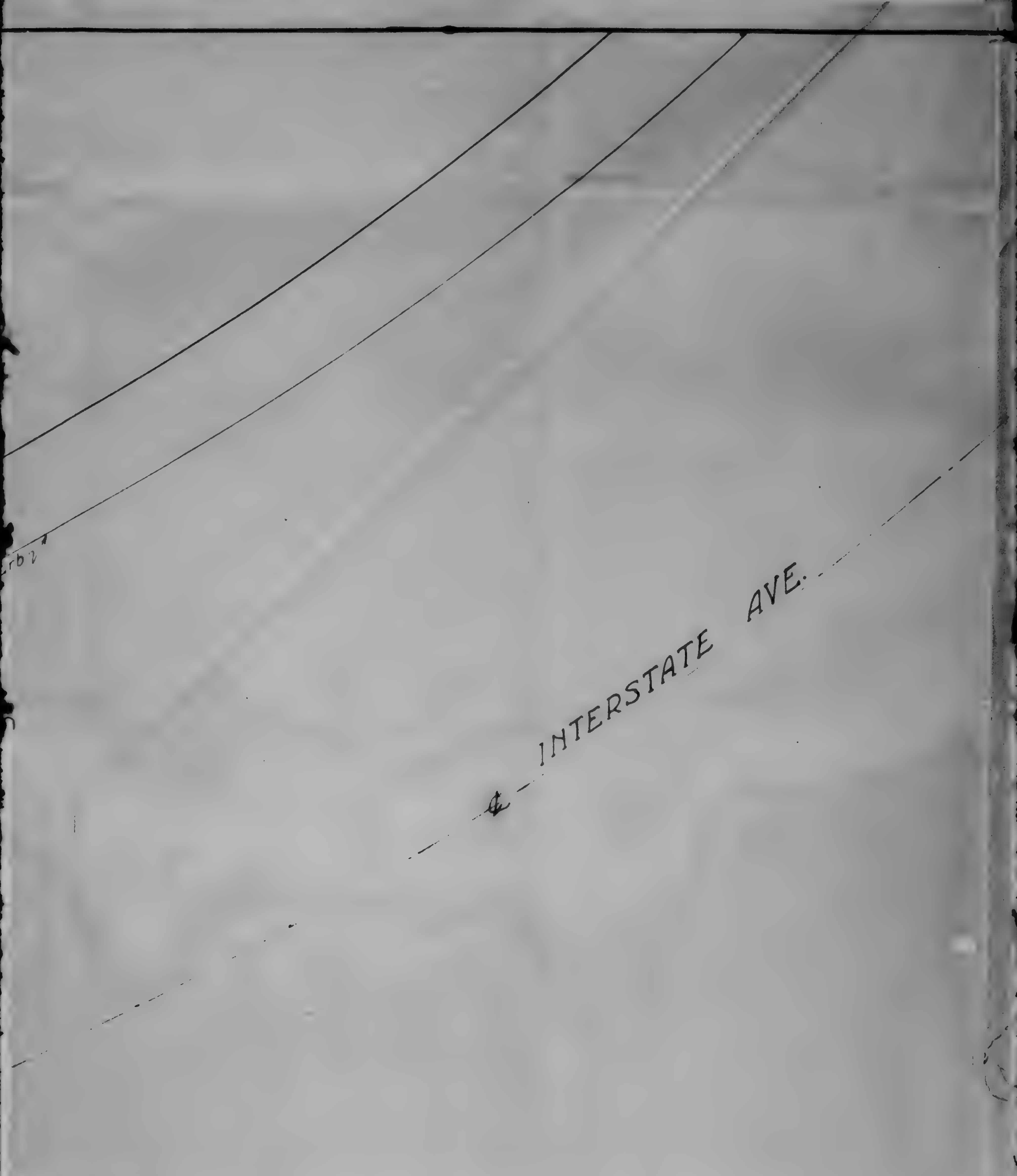
EXTENSION TO TROLLEY COACH LINE
FROM KILLINGSWORTH ST. VIA
LOMBARD & DENVER TO WILLIS ST.

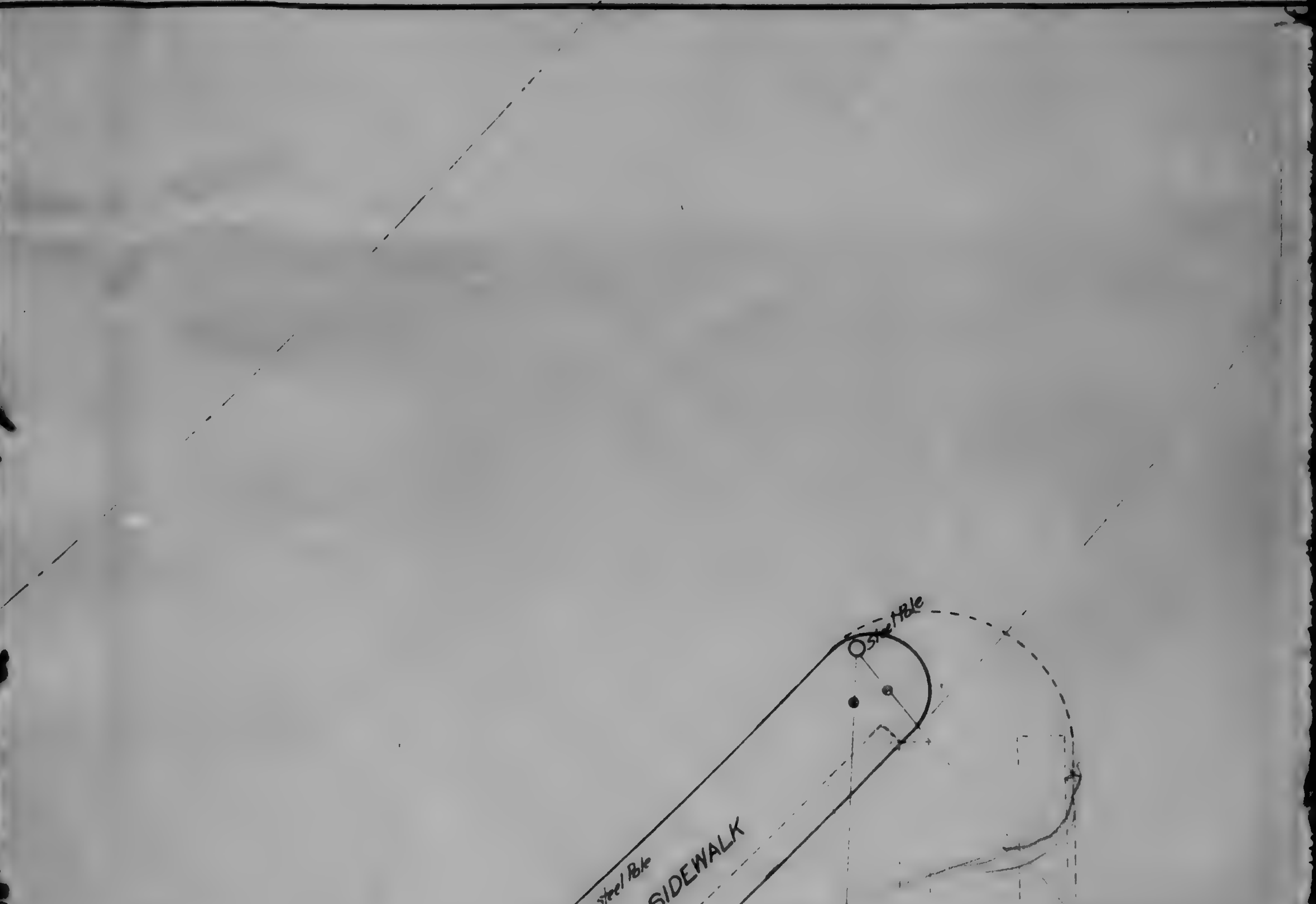
PORTLAND TRACTION COMPANY

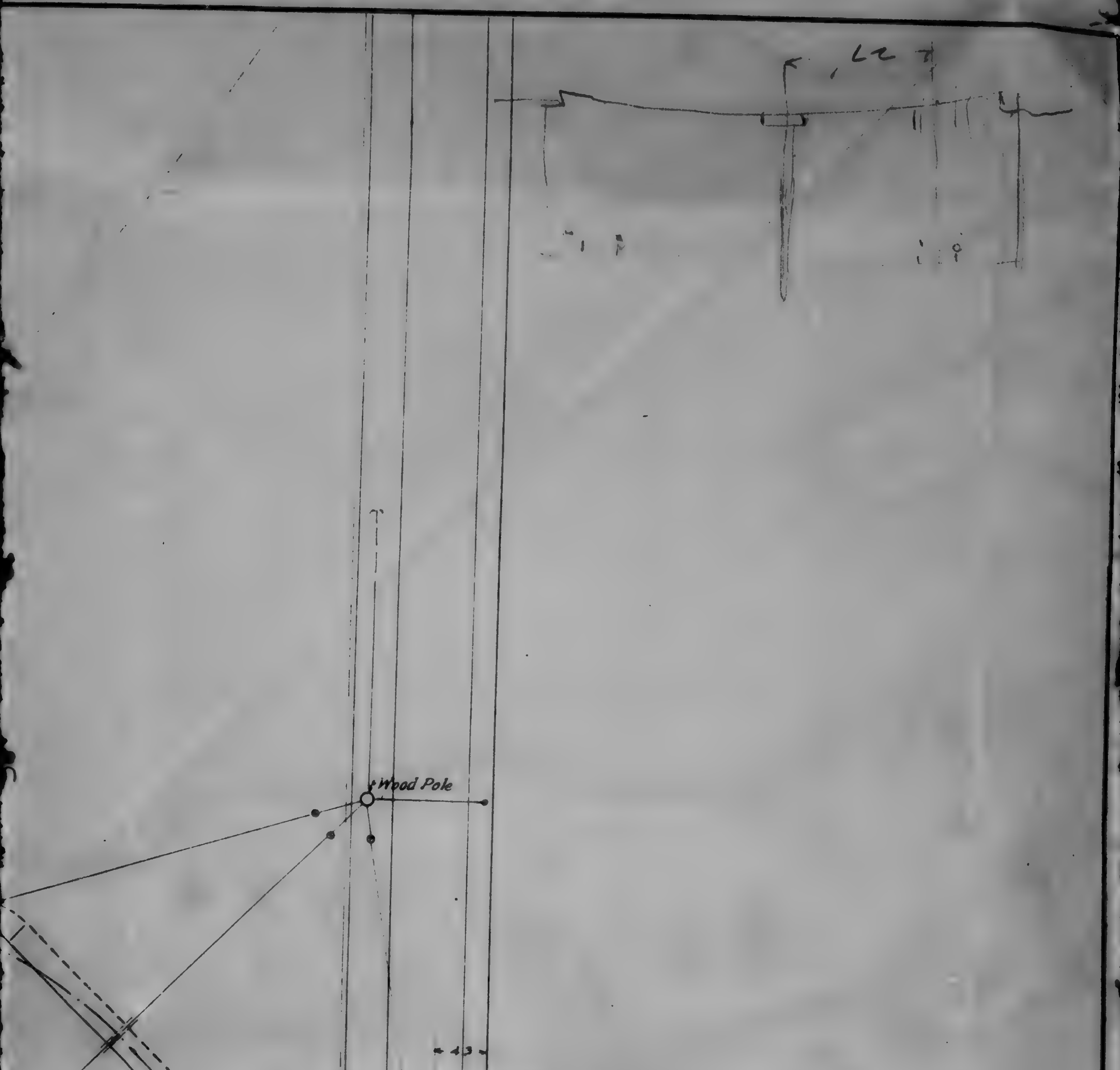
Scale AS SHOWN Date 2-14-38
Drawn V.H.R. Traced Ch'd
Approved No. EST 421-B



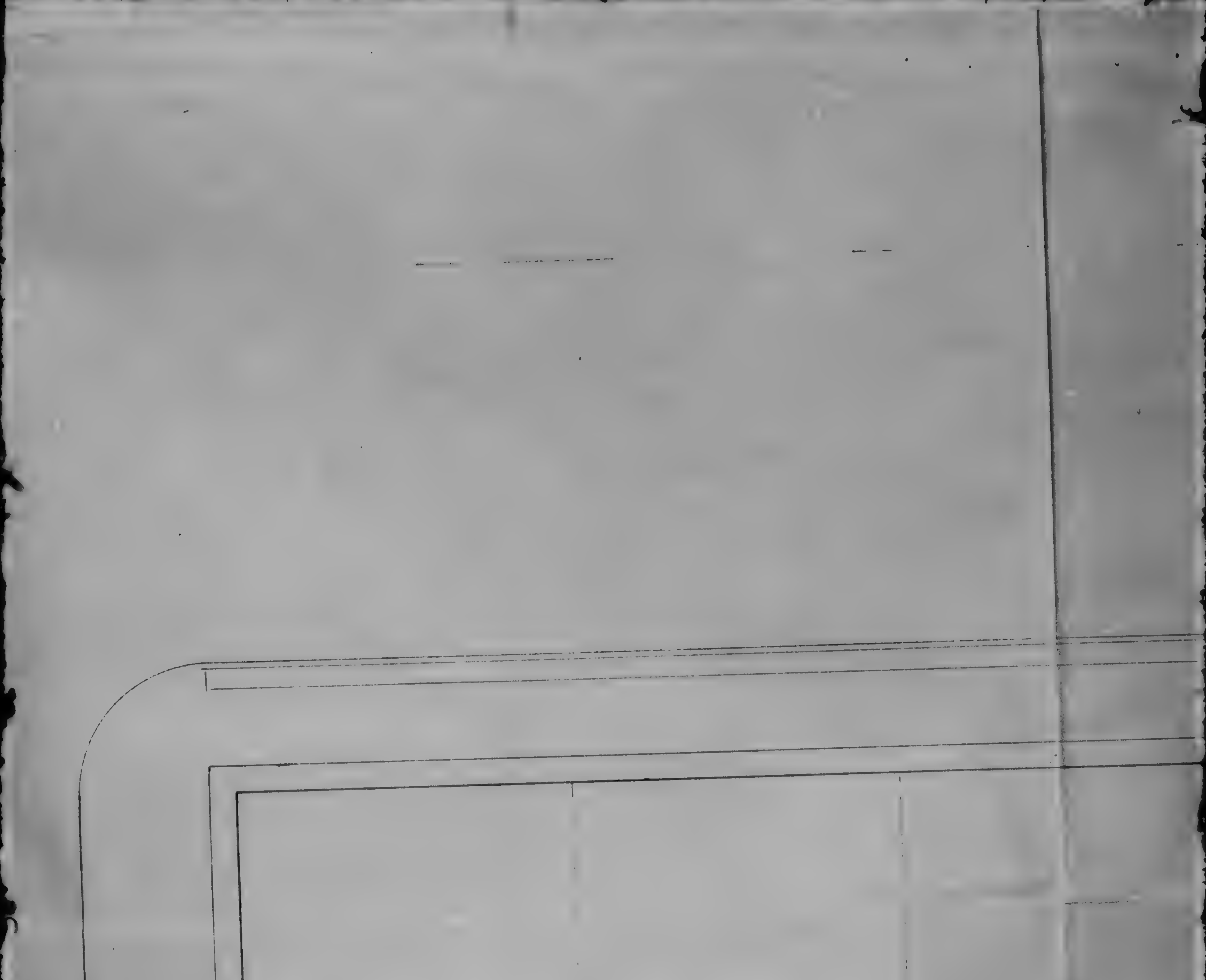

Curb ℓ

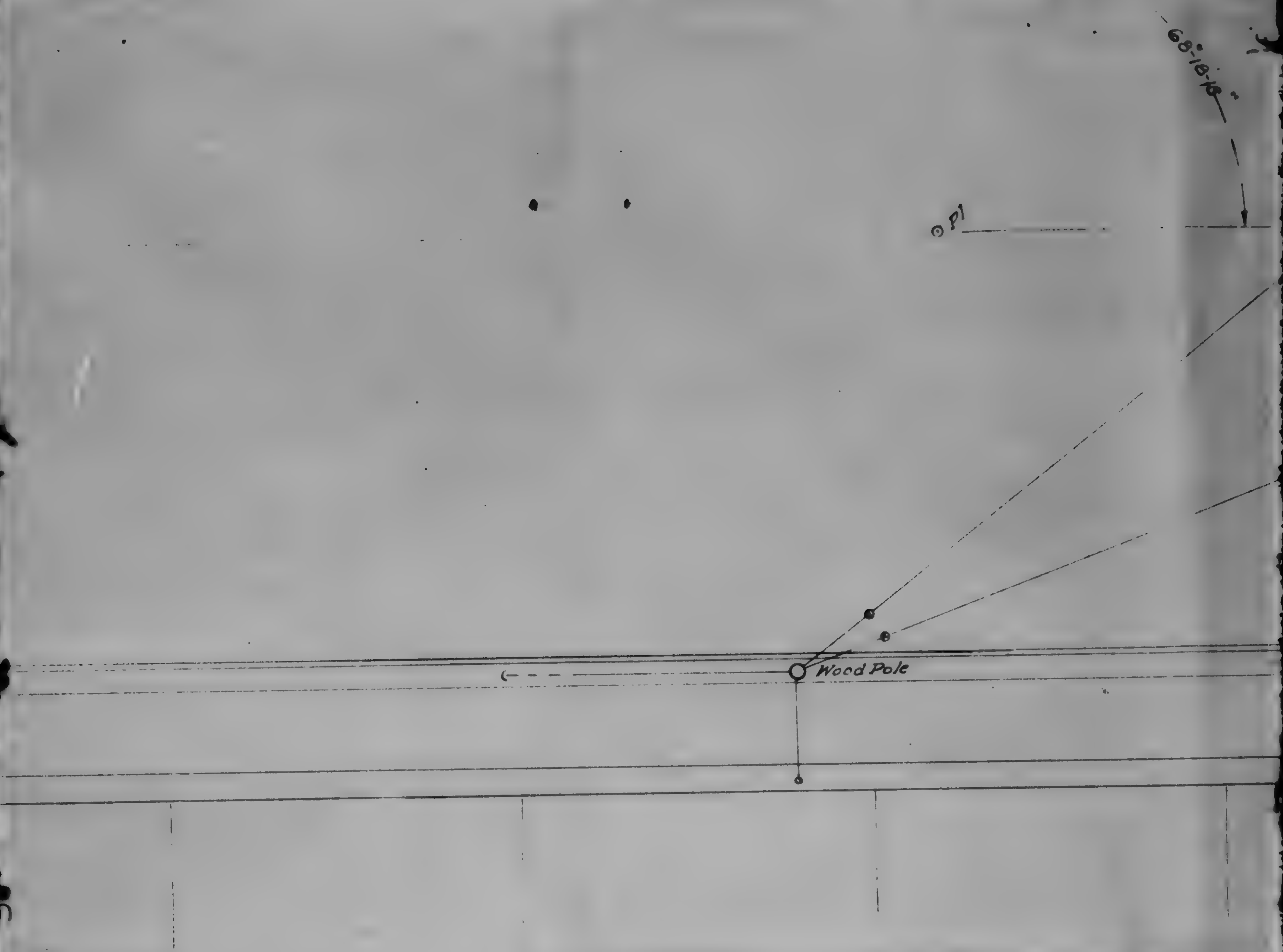

rb
INTERSTATE AVE.
℄

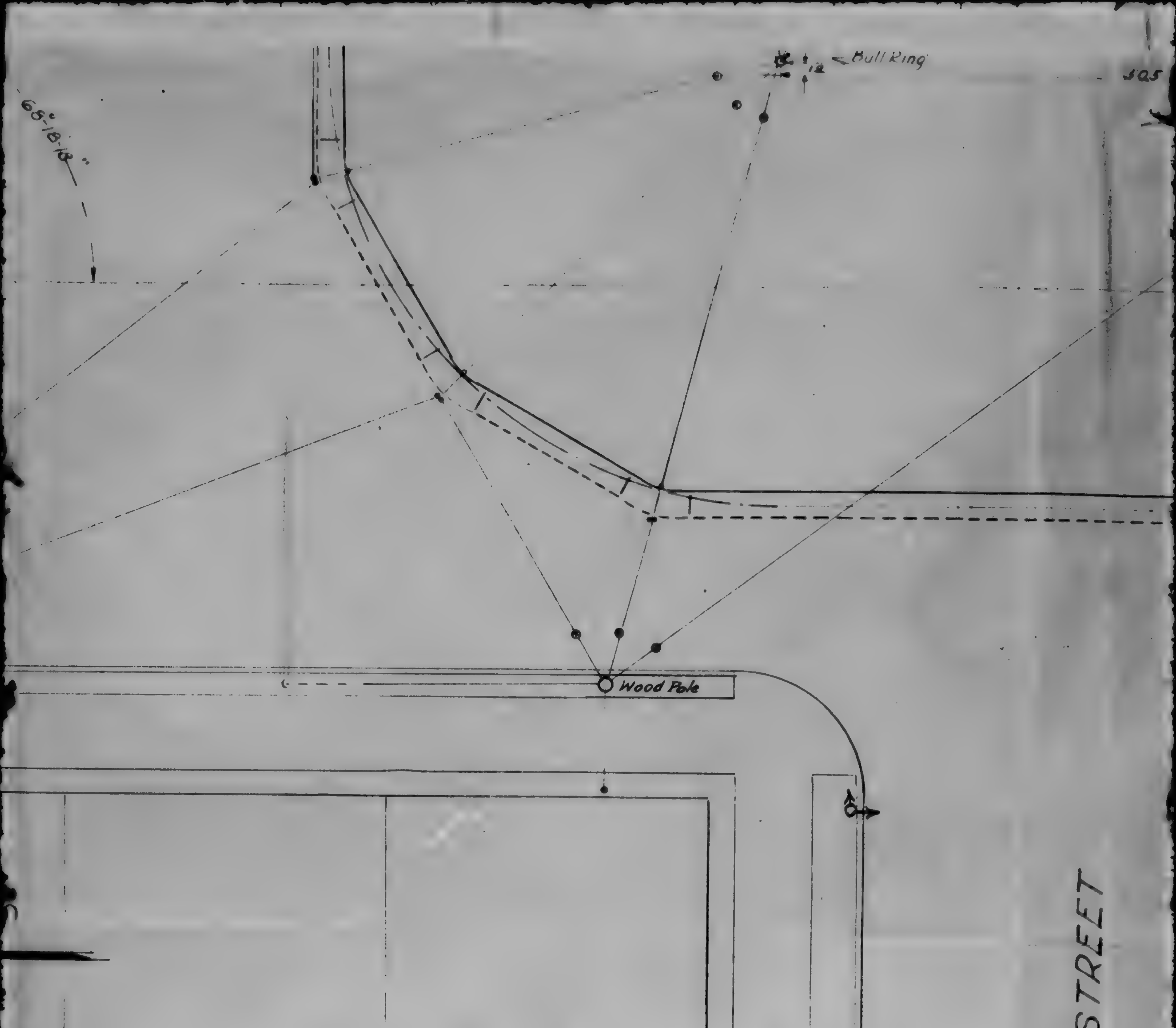

Steel Pole
Steel Pole
Curb
PROPOSED SIDEWALK
Curb
Steel Pole
State Highway Dept.
52
REMOVE POLE
35' R.

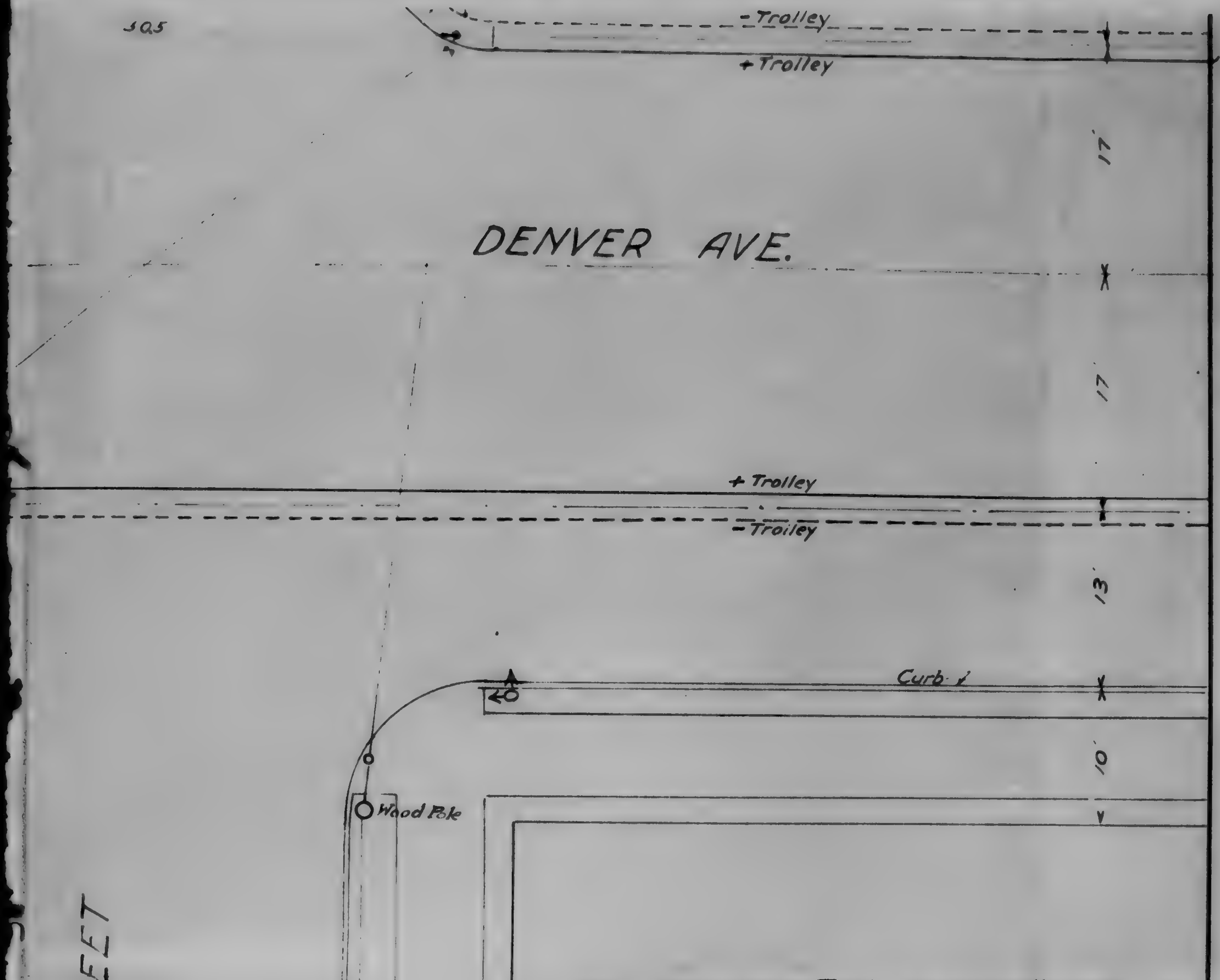

27'
Wood Pole
4.3
10'
Curb
13

PC
ARGYLE STREET.




68°-18'-10"
P1
Wood Pole


Bull Ring
12
305
68°-18'-18"
Wood Pole
Present Pole
WILLIS STREET



3Q5
-Trolley
+Trolley
17'
DENVER AVE.
17'
+Trolley
-Trolley
13'
Curb ℄
10'
Wood Pole
WILLIS STREET

Note: State Highway Tract, and sidewalk area shown by dashed lines to be paved for Roadway purposes.

TROLLEY COACH OVERHEAD LOOP
@ N. DENVER & WILLIS STREET
PO TLAN [illegible]
1" = 10'
2/15/38
C.F. 305

5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
APR 30 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
April 29, 1938

NOTED
ate Highway Engineer

M. . R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: Lighting on Interstate Avenue

Attention: H. G. Smith

Dear Sir:

Last fall when it was decided to construct concrete center islands for a neutral zone in the center of Interstate Avenue, we planned to install a lighting system which would illuminate, in particular, intersections where pedestrians would cross, the ends of the islands and the intersections where no opening was to be made in the island for the cross-street.

I have estimated it will cost $33,400 to install 2-inch conduit throughout the length of the job and to the traffic signals Mr. Beakey wishes and to install 80 light standards with two lights on each, set out 6 or 8 ft. from the standard. These standards are to be set on the concrete center island.

Objection has been raised to the cost of this; also to the entry of the state into competition with the city in the providing of lighting facilities on a street in the city which has been designated as a state highway route.

At present there are 36 lights installed and in use on this section of Interstate Avenue. Practically all of these are installed along the easterly side of the street and are attached to a row of wooden poles which follows the east side of the street. Lighting of this street would appear to me a proper function of the city and I recommend that the state do not install a street lighting system, but provide such red reflectors installed in the curb as may be necessary to warn traffic of the curb.

Should it be decided, however, to do the street lighting on this street, would suggest as follows: Most of the lighting experts suggest the installation of lights at approximately 150 ft. intervals on alternate sides of the street and I believe this position for poles is safer than the center of the street. Poles and lights could be installed along the sides of this street using an overhead wiring which would illuminate the street in good shape at much less cost than the center lighting system proposed last fall.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:IP
CC R. H. Baldock

FORM 5-8-1 1M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
APR 30 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
April 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Special Provisions and Engineer's Estimate for Interstate Avenue, Grading, Paving and Lighting Project.

Also enclosed is a computation prepared by Mr. Dean to substantiate quantities. Detailed plans have heretofore been submitted.

There is still some question about the lighting system and I have, therefore, covered this very briefly in the Special Provisions and have included in the Estimate conduit for the entire length of the job, to be placed down the center of the street with sufficient conduit to connect up the traffic signals suggested by Mr. Beakey. I have also included 80 light standards, to be approximately 24 ft. high, having two pendant lights on each. The estimated cost of $1.00 a foot for conduit and $180 each for the light standards includes the cost of the material and installation.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
S. H. Probert
Encl.

SPECIAL PROVISIONS April 25, 1938

Interstate Avenue - Grading, Paving and Lighting

TIME AND PLACE OF RECEIVING BIDS

Bids for the work described below will be received by the State Highway Commission of the State of Oregon, in the Auditorium of the Public Service Building in Portland, Oregon, at nine o'clock A.M. (9:00 A.M.) on the second (2nd) day of June, 1938.

DESCRIPTION OF WORK

The work for which bids are to be received and the work to be done under the contract, if awarded, consists of the following work on the Interstate Avenue Section of the Pacific Highway West in the City of Portland:

1. Grading of 3.333 miles of street.
2. Construction of approximately 55,000 square yards of Portland Cement concrete pavement.
3. Construction of approximately 8,400 square yards of asphaltic concrete pavement.
4. Construction of approximately 9,800 square yards of concrete center island.
5. Construction of approximately 80 light standards with connecting conduit.
6. Construction of sewers, drains, curbs, sidewalks, and footpaths, as called for by the plans.
7. Performance of such additional and incidental work as is called for by the plans and/or specifications.

The north end of the project is at Station 104+82.66, which is at the south end of the Denver Viaduct on Denver Avenue near Argyle Street. The south end of the project is at Station 280+00, near the center of Larrabee Street, or Interstate Avenue. The total length of the project is 17,579.34 feet or 3.333 miles.

CLASS OF PROJECT

This project is a 1938 regular Federal Aid project. It is to be conducted in accordance with the federal regulations applying to that class of projects, which regulations, in so far as they concern the contractor, are included in the provisions and specifications given herein or bound herewith.

DATE OF COMPLETION

The work to be done under this contract shall be completed not later than November 30, 1938.

CLEARING AND GRUBBING

Specifications:

Same as Ross Island Bridge-Schiller Street.

Area to Be Cleared and Grubbed:

Same as Ross Island Bridge-Schiller Street.

Additional Items of Work Included:

The clearing and grubbing work shall be understood to include, in addition to the items of work mentioned in the standard specification, the removal and disposal of everything other than earth remaining above ground (within the area to be cleared) after the salvageable portions of buildings have been taken away, excepting only street pavements, street curbs, sidewalks, railway tracks, pole lines, pipe lines, and such other articles and things as the Engineer may order left in place.

It is the intent of the above paragraph to include as a part of the clearing and grubbing work to be done for the lump sum price bid for "Clearing and Grubbing," the removal and disposal of all debris and of every article, object and thing which, in accordance with best engineering practice and first-class workmanship, should be removed as a preliminary to the performance of other work to be done under this contract or before the final completion and acceptance of that work, except those things such as street pavements, street curbs, sidewalks and other things, for the removal of which separate payment is specifically provided for elsewhere herein.

Articles to be removed and disposed of will include among other things not specifically mentioned: building foundations, basement walls and floors, chimneys, concrete and stone walls, concrete steps, fences, posts, wooden walks and wooden curbs. Particular attention is called to the wooden curb between Revere Street and Morris, which is to be removed and disposed of under this "Clearing and Grubbing" item.

All articles and things removed and all debris resulting from the clearing and grubbing operations shall be disposed of in a manner satisfactory to the Engineer.

The contractor is expected to inform himself as to the amount and nature of the work to be performed under this specification by careful investigation at the site of the work before submitting his bid. He is expected, also, to anticipate correctly the work to be done on building sites after the salvageable portions of buildings have been taken away by others. Failure to anticipate and make provision for any part or portion of the work will not entitle him to extra compensation of any kind.

Payment:

Same as Ross Island Bridge-Schiller Street.

EARTHWORK

Specifications:

Same as Ross Island Bridge-Schiller Street.

Classifications:

Same as Ross Island Bridge-Schiller Street.

Trench Excavation:

Trench excavation shall comprise all pay excavation in connection with the installation of sewers, pipes, drains, and conduits. The widths to which trenches are excavated shall be no greater than that which is required for the proper installation of the pipes which are to be installed in them. Payment in each case shall be limited to a width twelve (12) inches greater than the nominal diameter of the pipe.

No Payment for Re-excavating:

The re-excavating and re-handling of materials required in backfilling operations and in subgrade shaping operations will not be considered pay excavation.

Excess Excavation:

There are within the limits of the project approximately 27,000 cubic yards of street excavation that is not needed to construct street embankments. This excavation is designated on the plans as "excess excavation" and is to be disposed of as follows:

1. Approximately 20,000cubic yards of the excess excavation will be used by the contractor to widen Denver Avenue, between the Denver Viaduct and Interstate Bridge. In general, this widening will be done along the west side of the existing fill and the contractor will not be required to compact this material, but will be required to blade and shape the fill to true line and grade.

2. The balance of the excess excavation shall be disposed of by constructing embankments at such points as the engineer may direct, but not over a one mile haul away from Interstate Avenue.

Compaction of Embankments:

Same as Ross Island Bridge-Schiller Street.

Filling of Basements and Holes:

Same as Ross Island Bridge-Schiller Street.

Street Connections and Intersecting Streets:

Same as Ross Island Bridge-Schiller Street.

Removal of Abandoned Sewers Pipes Etc.:

Same as Ross Island Bridge-Schiller Street.

Removal of Oiled Macadam and Thin Asphaltic Concrete:

The oiled macadam and thin asphaltic concrete between Revere Street and Morris Street is to be removed with the excavation and to be paid for as excavation and not included in the item "Removal of Old Pavement".

Top Soil to Be Piled:

Except as may be otherwise ordered by the engineer, the top soil overlying the areas between Kilpatrick and Argyle Streets, which are to be occupied by excavations and embankments, shall be excavated to such depths, not exceeding twelve (12) inches, as the engineer may direct, and this top soil shall be placed in stockpiles or windrows at such locations as the engineer may designate.

Payment for the excavating, hauling, and stockpiling of top soil materials will be made at the same prices and on the same basis, in all respects, as apply to payment for the excavating, hauling, and placing of street excavation materials and no separate or additional allowance will be made for the same.

Overhaul and Truck Haul:

Contrary to the standard specifications the free haul distance on this project shall be 1000 feet and the cost of any hauling which may be done within that distance shall be included in the price bid for excavation and there will be no bid item for overhaul. All material hauled over 1000 feet will be paid for as provided in the standard specifications under "Truck Haul".

Measurement and Payment:

Except as otherwise herein specified the basis of measurement and payment for earthwork performed under this contract shall be as stated in the standard specifications. The pay items for earthwork will be as follows:

1. Excavation, Single Classification
2. Trench Excavation
3. Truck Haul

The volumes occupied by existing pavements, sidewalks and concrete curbs will not be included in the volumes paid for as "Excavation, Single Classification", or "Trench Excavation", as the cost of the removal of these items will be taken care of under the headings "Removal of Old Pavement", "Removal of Sidewalks" and "Removal of Curbs" as hereinafter set forth.

REMOVAL OF OLD PAVEMENT

Work to Be Done:

Under this specification the contractor shall take up such areas of existing pavement as the engineer may direct and shall dispose of materials of which the pavement is composed in the manner hereinafter specified.

Specification to Apply to All Kinds of Pavement:

This specification shall apply to all kinds of pavements, regardless of their natures, their thicknesses, the number of courses, and the difficulty of their removal, except it shall not be understood to apply to the oiled macadam and thin asphaltic concrete between Revere and Morris Street, nor shall it be understood to apply to the oil treated center strips on Interstate Avenue or to any gravel surfacings.

Disposition of Materials:

The old pavement materials shall be used to widen the roadbed on North Denver Avenue, being so placed as to be entirely covered by earth materials which are to be placed at the same location.

Measurement and Payment:

Same as Ross Island Bridge-Schiller Street.

REMOVAL OF SIDEWALKS AND DRIVEWAYS

Work to Be Done:

Under this item such areas of existing concrete sidewalks and driveways as must be removed in order to permit the performance of the new construction work as planned, shall be taken up and the materials of which they are composed, disposed of in the same manner as hereinbefore specified for the removal of old pavement.

Measurement and Payment:

Same as Ross Island Bridge-Schiller Street.

REMOVAL OF CURBS

Work to Be Done:

Same as Ross Island Bridge-Schiller Street.

Measurement and Payment:

Same as Ross Island Bridge-Schiller Street.

REMOVAL OF CATCH INLETS AND CATCH BASINS

Work to Be Done:

Same as Ross Island Bridge-Schiller Street.

Basis of Payment:

Same as Ross Island Bridge-Schiller Street.

SEWER PIPE

Work to Be Done:

Same as Ross Island Bridge-Schiller Street, except eight-inch, twelve-inch, and fifteen-inch sewer pipe only to be furnished.

Types of Pipe:

Same as Ross Island Bridge-Schiller Street.

Standard Specification to Apply:

Same as Ross Island Bridge-Schiller Street.

Shell Thickness and Strength:

Same as Ross Island Bridge-Schiller Street, except omit six-inch and ten-inch pipe.

Connections to Inlets:

Connections to catch basins, inlets, manholes and sewers shall be made at such elevations and locations as the engineer orders. Each connection shall be made in a workmanlike manner and the joint shall be carefully sealed and made water-tight with cement mortar.

Backfilling:

Same as Ross Island Bridge-Schiller Street.

Placing Pipes Under Existing Pavement:

Same as Ross Island Bridge-Schiller Street.

Sewers to Be Kept in Service:

Same as Ross Island Bridge-Schiller Street.

Measurement and Payment:

Excavating of trenches in which to install sewer pipe will be paid for at the prices bid per cubic yard for trench excavation as specified under the heading "Earthwork".

Furnishing and installing of sewer pipe will be paid for at the prices bid per lineal foot for the respective sizes of pipes installed.

Where a sewer pipe is installed under existing pavement, either by cutting or the pavement or tunneling under it, allowance for the extra expense involved will be made at the price bid per lineal foot for "Extra for Installing Pipe Under Pavement", the allowance to be the same for all sizes of pipe.

Payment for the items hereinabove mentioned shall be understood to comprise full and complete compensation for all work involved in the furnishing and placing of the sewer pipe in accordance with the foregoing specifications, including the backfilling and compacting of materials, the tunneling under the existing pavement where required, the constructing of pavement to replace pavement removed, and all other work called for by the specifications.

CONCRETE CATCH INLETS

General:

Same as Ross Island Bridge-Schiller Street.

Basis of Payment:

Same as Ross Island Bridge-Schiller Street.

ADJUSTING MANHOLES

The tops of the existing manholes shall be cut down or built up as may be required to cause them to properly conform with the surface elevation of the new pavement. All details of work shall be carried out in a thoroughly workmanlike manner.

Payment for the adjusting of manholes as herein specified will be paid for at the price bid per each for adjusting manholes.

CONCRETE SIDEWALKS

Same as Ross Island Bridge-Schiller Street.

DRIVEWAY APRONS

Same as Ross Island Bridge-Scoiller Street.

CONCRETE RETAINING WALL

Work to Be Done:

Under this specification, the contractor shall construct the retaining walls required between Fremont and Morris.

Excavations:

Payment for the excavating and backfilling work incidental to the construction of the wall will be made as specified under the heading "Trench Excavation".

Class "B" Concrete:

All concrete used in the retaining walls shall be "Class 'B' Concrete" and shall be placed and finished in accordance with Section 34 of the standard specifications.

Measurement and Payment:

The basis of measurement and payment for the retaining wall constructed under this contract shall be as stated in the standard specification, the pay items being (1) Trench Excavation (2) Concrete Class "B" (3) Metal Reinforcement.

DRY RUBBLE WALL

Under this specification the contractor shall construct the dry rubble wall shown on the plans. The materials for this wall shall be clean, suitably shaped pieces of the old concrete pavement, which has to be removed.

The dry rubble wall shall be constructed and paid for in accordance with Section 37 of the standard specifications.

GRAVEL SUB-BASE

Work to Be Done:

Same as Ross Island Bridge-Schiller Street.

Standard Specifications:

Same as Ross Island Bridge-Schiller Street.

Materials:

Same as Ross Island Bridge-Schiller Street.

Sub-grade to Be Rolled:

Same as Ross Island-Bridge-Schiller Street.

Blading, Rolling, and Sprinkling:

Same as Ross Island Bridge-Schiller Street.

Voids to Be Filled:

Same as Ross Island Bridge-Schiller Street.

Measurement and Payment:

Same as Ross Island Bridge-Schiller Street.

ROCK FOR FOOTPATHS

Work to Be Done:

Along the west side of Interstate Avenue between Revere Street and Greeley Avenue there shall be constructed a rock footpath just outside of the curb line. This shall be four (4) feet wide. The grading in connection with it shall be performed under the same conditions as other excavation on the job. The path shall be surfaced with one (1) inch depth of 1/4"-0" crushed rock.

Note: There is a dirt footpath on sandy soil along this section, which is apparently serving the purpose. I believe the above-specified one (1) inch of 1/4"-0" will furnish a satisfactory path. We have such a path extending north from Eugene on the Pacific Highway nearly to Santa Clara, which has been in use for five years. However, should you not approve, I suggest oiled footpath similar to the one built on the Rex Hill-Newberg Section, except that Type 0-30 gives too rough a surface and I suggest Type 0-31 be provided and that 1/4"-0" screens be placed on top of the 1/2"-1/4".

PORTLAND CEMENT CONCRETE PAVEMENT

Standard Specification to Apply:

Same as Ross Island Bridge-Schiller Street.

Portions of Project to Be Paved:

Same as Ross Island Bridge-Schiller Street.

Preparation of Subgrade:

Same as Ross Island Bridge-Schiller Street.

Sand Cushion:

Same as Ross Island Bridge-Schiller Street.

Side Forms:

Same as Ross Island Bridge-Schiller Street.

Expansion Joints: also Contraction Joints and Longitudinal Joints:

Same as Ross Island Bridge-Schiller Street.

Pouring of Joints:

Same as Ross Island Bridge-Schiller Street.

Dowel Bars:

Same as Ross Island Bridge-Schiller Street.

Delayed Finish Required:

Same as Ross Island Bridge-Schiller Street.

Construction of Pavement in Strips:

The pavement shall be constructed in strips of the widths indicated on the typical cross-section plans or of the widths ordered by the engineer, it being understood that in general the width of strips is to be between 7 feet and 14 feet. In so far as practicable, the joints between adjoining strips shall be in positions desired for dividing lines between adjoining traffic lanes.

The joints between adjoining strips of pavement shall be considered longitudinal joints and shall conform in all respects with the specifications for contact type longitudinal joints as given on page 30 of the standard specification form.

Payment for whatever extra expense may be involved in the construction of the pavement in strips as above specified shall be understood to be included and covered in the price bid per square yard for "Portland Cement Concrete Pavement," and no saparate or additional payment will be made for it.

Method of Finishing:

Machine finishing of the pavement will be required where the width of the strip to be laid is between nine (9) and twelve (12) feet. Elsewhere the pavement may be finished by the hand methods described in the standard specifications.

Surface Smoothness:

Same as Ross Island Bridge-Schiller Street.

Curing:

Same as Ross Island Bridge-Schiller Street, except make the last paragraph read as follows: "Approximately seven hundred (700) cotton mats of the kind required are in storage in the Salem shops, where they will be furnished to the contractor without charge and shall become the property of the contractor on completion of this work.

Measurement and Payment:

Same as Ross Island Bridge-Schiller Street.

JOINT FILLER MATERIAL

Same as Ross Island Bridge-Schiller Street.

SAND CUSHION

Same as Ross Island Bridge-Schiller Street.

ASPHALTIC CONCRETE PAVEMENT

Standard Specifications to Apply:

Same as Ross Island Bridge-Schiller Street.

Portions of Project to Be Paved:

Same as Ross Island Bridge-Schiller Street.

Preparation of Base:

Same as Ross Island Bridge-Schiller Street.

Machine Finishing Not Required:

Machine finishing of the asphaltic concrete pavement will not be required.

Cutback Asphalt Wearing Surface:

(Federal Type Designation - Class H)

Same as Rex Hill-Newberg and add the paragraph from the Ross Island Bridge-Schiller Street job on Page 47, "Paving of Connections with Intersecting Roads and Streets".

CONCRETE CENTER ISLANDS

Work to Be Done:

Under this specification the contractor shall construct concrete center islands along the center of Interstate Avenue and at certain intersecting streets, as shown on the plans and as the engineer may order.

Specifications:

The cross-section shall be as indicated on the plans. In general, the concrete will be six (6) inches thick with five (5) inches of this thickness extending above the pavement and constructed on a 45° slope. The concrete shall be mixed in the same proportion and constructed in the same manner as provided hereinbefore for concrete pavement.

Dowels:

Where the concrete island is to be constructed on top of the pavement, it shall be attached thereto by dowels. These dowels shall be of steel one (1) inch in diameter and eight (8) inches long. The contractor shall drill holes four (4) inches deep, spaced three (3) foot centers, in the existing pavement and shall place therein these dowels. They need not be painted or greased.

White Cement Finish Required:

The sides and top of the concrete center island shall be constructed of concrete, using a pure white cement, such as Atlas White. This white finish shall be not less than two (2) inches thick and shall be placed not longer than thirty minutes after the regular concrete in the core of the island is placed, so that there will perfect bond between the two types.

If the contractor wishes, he may construct the entire island of white cement, instead of standard cement. The sloping sides of the island shall be finished smooth with steel float.

Expansion and Contraction Joints:

Transverse expansion and contraction joints similar to those used in the concrete pavement, except as to dimension shall be used in the concrete islands. The spacing of the joints shall be the same as for the concrete pavement. Expansion joint material two (2) inches wide shall be placed between the island and the pavement as indicated on the typical cross-section.

Curb Face of the Island to Be Protected:

Where asphaltic wearing surface is to be placed along the center island, the curb face of the island is to be covered with building paper to keep the white concrete clean and free from asphalt.

Measurement and Payment:

For the construction of the concrete center islands, as above specified, payment will be made as follows:

1. The concrete center islands per square yard.
2. Dowels
3. Expansion joints 5 or 6 inches wide
4. Expansion joints 2 inches wide
5. Contraction joints

Expansion joints either five (5) or six (6) inches thick are included under the regular item for "Pavement Expansion Joints".

LIGHTING SYSTEM

Work to Be Done:

The contractor is to furnish and place throughout the job the two (2) inch steel conduit at the locations indicated on the plans. He shall furnish and install all of the lighting standards and fixtures and shall furnish and make the electrical connections necessary for a complete job.

MISCELLANEOUS PROVISIONS

Signs to Be of Standard Designs:

Same as Ross Island Bridge-Schiller Street.

Sampling and Testing of Cement:

Same as Ross Island Bridge-Schiller Street.

Sand for Use as Fine Aggregate in Concrete:

Same as Ross Island Bridge-Schiller Street.

Subcontracting:

Same as Ross Island Bridge-Schiller Street.

Adjustment of Public Service Facilities:

Such telephone, telegraph, power lines, gas mains, water pipes, and fire hydrants as must be raised, lowered, moved, or reinstalled on account of the construction work to be done under this contract will be lowered, moved, or reinstalled by the owners thereof.

The contractor will be required to cooperate with these owners, by giving them adequate notice of his needs and coordinating his operations with theirs in the most helpful manner possible.

Printed Special Provisions Relating to Employment of Labor:

Same as Ross Island Bridge-Schiller Street.

Payrolls:

Same as Ross Island Bridge-Schiller Street.

Employment Agency:

Same as Ross Island Bridge-Schiller Street. (?)

Traffic:

The contractor shall perform the work to be done under this contract without at any time blocking traffic on Interstate Avenue. During the grading and paving operations he shall keep all the pavement over which travel must go in clean and safe condition and shall not permit dirt or loose gravel to remain on such traveled portions. On account of the amount of travel on this street and adjacent residences and business buildings, the contractors attention is particularly directed to the necessity of keeping the traveled portion in a clean and dustless condition.

Interstate Avenue - Grading, Paving and Lighting

During the construction between Argyle and Kilpatrick, travel may be detoured over adjacent paved streets and when necessary in the engineer's opinion traffic may be detoured over adjacent paved streets at other locations on the job.

Flagmen, Barricades, Lights, Signs Etc.

The contractor shall provide flagmen, barricades, lights, signs wherever and whenever they may be needed to safeguard and direct traffic or to protect the work or the workmen from injury. Whenever the engineer may permit detouring of traffic over adjacent paved streets, the contractor shall provide such of the above devices as may be necessary to direct traffic around the detour.

39

RECEIVED
MAY 1 9 1938
FOR FILING

160 A

March 2, 1938

2h-1

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on February 16, discussed briefly matters pertaining to the Interstate Avenue Project in Portland.

You were instructed by the Commission to notify the city officials that the State Highway Commission will not proceed with this improvement until the city passes its ordinance providing for a center parking strip.

Very truly yours,

Secretary

HBG:AM

CONTRACT# [redacted] 2093

FAS 14-A-1 Dixonville Sec., N. Umpqua 1938
Co. Road

2093

#2093

RECEIVED
MAR 24 1939
FOR FILING

March 24, 1939

Glens Falls Indemnity Company,
6th Floor Mills Tower,
San Francisco, California.

Attention: Mr. B. L. Butsback.

Gentlemen:

Reference is made to your letter of March 21st concerning the Harold Blake Contract No. 2093, Dixonville Section in Douglas County, which was accepted by the Highway Commission October 20, 1938.

You are advised that final payment was made to the contractor on December 23, 1938. The total amount paid was $25,961.97.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2093
Douglas Co

R. H. GRIFFITH, VICE-PRESIDENT
R. LYNN COLOMB, ASST. MGR.
PACIFIC COAST DEPARTMENT
6TH FLOOR MILLS TOWER
SAN FRANCISCO, CAL.

Glens Falls
INDEMNITY COMPANY
of Glens Falls, New York

ARTHUR M. COLOMB,
SUPERINTENDENT BONDING DEPT.

SAN FRANCISCO, CALIFORNIA

RECEIVED
MAR 23 1939
STATE HIGHWAY COMMISSION

March 21, 1939.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Portland, Oregon.

Re: BOND NO. 147374- HAROLD BLAKE
FAS PROJECT 14-A DIXONVILLE
SECTION of NORTH UMPQUA
COUNTY ROAD, DOUGLAS COUNTY.

Dear Sir:

We were advised on November 26th, 1938 that the above captioned contract was completed and accepted October 20th, 1938 and the final payment had not been made.

In order to properly complete our file we would appreciate your advices as to the final total contract price.

Thanking you for your co-operation in this matter, we are,

Yours very truly,
B. L. Butzbach
PACIFIC COAST BONDING DEPARTMENT

1. 2c. 23rd - Pd -

BB EW

Total cont. Pd. $25,961.97

REFERRED TO
BY SECRETARY

R.H. Baldock

NOT
G. B. McCulloch

December 14, 1938

COST ANALYSIS-FINAL REPORT
North Umpqua County Road in Douglas County
Dixonville Section - Contract 2093, Prefix 210-1018
Harold Blake, Contractor
A. J. Ford, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$ 435.00	100%		$600.00	$ 600.00
Trench Excavation	742.48	873.5 cu. yd.	0.85	0.90	786.15
Single Class Excavation	8,428.90	36,477.6 cu. yd.	0.231	0.23	8,389.85
Overhaul	836.16	56,705 yd. sta.	0.015	0.01	567.05
Truck Ha ul	756.74	6,306.2 yd. mi.	0.12	0.10	630.62
Finishing Roadbed & Slopes	608.30	2.2 Miles	276.50	300.00	660.00
Rounding Cutbanks	382.90	5,470 lin. ft	0.07	0.08	437.60
8" Porous Drain Tile	198.00	600 lin. ft.	0.33	0.40	240.00
9" Perforated C I P	271.95	300 lin. ft.	0.91	1.00	300.00
18" C I P	1,082.25	656 " "	1.65	1.60	1,049.60
24" C I P	145.65	58 " "	2.51	2.50	145.00
Salvage Culvert Pipe	69.30	154 " "	0.45	0.50	77.00
Rock Backfull in Drains	290.81	124 cu. yd.	2.35	2.00	248.00
Class "D" Concrete	855.82	35.75 " "	23.94	22.00	786.50
Metal Reinforcement	207.80	4,780 lbs.	0.043	0.05	239.00
Gravel Topping	6,658.93	8,636.5 cu. yd.	0.77	0.75	6,477.38
Crushed Gravel Surfacing	5,165.54	2,550 cu. yd.	2.026	1.50	3,825.00
Filler	61.98	321 cu. yd.	0.193	0.20	64.20
Hauling Filler	83.56	865.5 yd. mi.	0.097	0.10	86.55
Sprinkling	460.29	273 M-Gal.	1.69	1.00	273.00
P A # 1 Hand Placed Riprap	179.62	56.13 cu. yd.	3.20	3.75	210.49
P A # 2 Cement Adjustment		-6.5 bbl.		2.075	-13.49
Royalty on Gravel		-3,917.5 cu. yd		0.03	-117.53
	$27,921.98				$25,961.97

Total Cost	$27,921.98
Gross Revenue	25,961.97
Net Loss	1,960.01

Net Loss Equals 7.55% of Gross Revenue

Contract 2093

Detail of Cost

La bor:

Supervision		$ 759.05	
Labor		7,041.02	
State Industrial Accident	6½% of P/R	507.00	
Unemployment Compensation	3% of P/R	234.00	
Old Age Benefit	1% of P/R	78.00	
			$8,619.07

Ma terials

8" Porous Drain Tile	600	lin. ft.	at 0.13	78.00	
9" Perforated C I P	300	lin. ft.	at 0.715	214.50	
9" Perf. C I P bands	15	~~lin.~~ ~~ft.~~	at 1.03	15.45	
18" C I P	656	lin. ft.	at 1.25	820.00	
18" C I P Bands	35	~~lin.~~ ~~ft.~~	at 1.87	65.45	
24" C I P	58	lin. ft.	at 1.95	113.10	
24" C I P Bands	3	" "	at 2.15	6.45	
Metal Reinforcement	4780	lbs	at 0.0345	164.91	
Royalty on Topping	330	cu. yd.	at 0.03	9.90	
" " "	3,423	cu. yd.	at 0.05	171.15	
Crushed Gravel	2,550	cu. yd.	at 0.90	2,295.00	
					$3,953.91

Miscellaneous

Equipment Rental		5,588.75	
Hired Trucks (including G. O. G.)		4,765.03	
Gas, Oil and Grease		1,229.21	
Move In		1,100.00	
Explosives		517.50	
Drill Expense		17.00	
Small Tools & Miscellaneous		504.93	
Overhead Expense		246.69	
Home Office Expense	3% of Revenue	778.75	
Bond	1 % of Revenue	259.59	
Work done by Oscar Joelson 35.75 cu. yd. Class "D" Conc at 20.00 Less Labor - 409.30		305.70	
Place 4,780 lbs. metalrein forcement at 0.0075		35.85	
			15,349.00

Total Cost 27,921.98

Contract 2093

REMARKS:

This is a Federal Aid Secondary Project and consists of construction of 2.20 miles of highway roadbed, selected topping, crushed gravel surfacing, and other incidental work. The contract was bid and the award made on June 23, 1938; work was started on the same date, and was completed October 8, 1938.

Clearing was light and consisted principally of brush and scrub growth and removal of fences.

Excavation was accomplished by RD8 Cats and 12 Yd L6 Tourneau Scrapers. Where conditions were favorable, scrapers were used in Tandem. An RD8 and heavy ripper and an RD8 Cat and bulldozer were also used. It was necessary to shoot about 6,000 cu. yd. of excavation material. Powder used averaged about 0.6# per cu. yd. This operation cost $1,520.81 or 0.264 per cu. on the estimated solid or 0,0416 per cu. yd. when based on the single class excavation quantity.

A 6' x 6' box culvert was constructed and metal reinforcement installed by Oscar Joelsen. Santa Cruz cement was shipped in from Portland, the delivered net price being $2.075 per barrell. Concrete aggregate was purchased from the Metzger commercial plant at Roseburg. As the grade material at both ends of the box culvert was very unstable, a price agreement was prepared for hand placing and grouting riprap inlet and outlet for the box culvert.

Gravel topping was taken from three deposits in the South Deer Creek and from the city bar in the Umpqua River in Roseburg. This material was loaded by a 3/8 yd. Northwest shovel and hauled in hired trucks. The shovel loaded 8636 Cu. yd. in 230 hours at an average of 37 cu. yd. per hour.

Crushed gravel surfacing material was purchased from Metzger at a cost of 90¢ per cu. yd. at the bunker. The crushing plant could not furnish material fast enough for economical handling of this item. About 100 cu. yd. a day was available.

Low bid prices, shallow topping pits and failure of the gravel plant to furnish crushed material in sufficient quantity were responsible for the loss suffered on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#2093

RECEIVED
DEC 7 1938
FOR FILING

7a-a-11-a-1

December 7, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2093, for the construction of the Dixonville Section of the North Umpqua County Road in Douglas County, has been completed by the contractor, Harold Blake, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 17, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $25,961.97, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2093

RECEIVED
NOV 16 1938

7a-F14-a-1

November 16, 1938

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Harold Blake on Contract No. 2093, Dixonville Section of the North Umpqua ~~Highway~~Road in Douglas County. This payment will be made on or after November 26, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 14-A (1)
Dixonville section
North Umpqua Highway

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jvo

Appr. 36091

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 14-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress):

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 26th day of May, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 17th day of May, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighteen thousand, nine hundred forty and no/100 dollars ($18,940.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5618

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 239+90 in the NW 1/4 of Sec. 23 and survey station 356+00 in the SE 1/4 of Sec. 12, all in T. 27 S., R. 5 W., W.M.

, length 2.198 miles, in Douglas County, being Section A (1) of Oregon Federal Aid Secondary project No. FAS 14, consisting of 2.198 miles of roadway and no bridges, xxxx of more than 20 feet clear span. [illegible]

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of eighteen thousand, nine hundred forty and no/100 dollars ($18,940.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirty-two thousand, two hundred forty-eight and no/100 dollars ($32,248.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by the County of Douglas, pursuant to its agreement with the Highway Department dated June 2, 1938. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 21 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ________________

Chairman, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

F L

By ________________

____
(Title of officer)

By ________________

____
(Title of officer)

CEM

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 14-A (1) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 32,248.00 as the total estimated cost of said project, and the sum of $ 18,940.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 21 1938 one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By ______
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4230

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 14-A (1), Dixonville section, North Umpqua Highway, was made by a representative of this office on October 26, 1938. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Form [illegible]—10-37

4 n J 14-a-1

EGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
OCT 24 1938
OREGON
STATE HIGHWAY COMMISSION

For Week Ending Oct. 22, 1938

Section Dixonville

Kind of work Grading & Surfacing

Highway North Umpqua Co. Road

Section prefix 210-1018

Contractor Harold Blake

Contract number 2093

Date of contract June 23, 1938

Date of completion Oct. 31, 1938

Date work started June 23, 1938

Estimated date of completion ...., 193...

Amount of contract $29,426.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering $27,258

Per cent of contract completed, based on total contract price 100%

Engineering cost to date, $2192, 0.074%

Date project was completed ...., 193...

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed semi-final this week and turned in to Div. office. Party sets right of way pins at all curve points on job, and will set right of way posts there also.

NOTED
E. N. HACKETT

NOTED
H. G. SMITH

RECEIVED
OCT 2_ 1938

NOTED
VAN SCOY

Signed A. J. Ford
A. J. Ford, Res. Eng'r.

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ...., Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
OCT 20 1938
FOR FILING
4ax 14-U-1

October 20, 1938

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention E. A. Wilson

Gentlemen:

This is to acknowledge your letter of October 19 concerning the Harold Blake Contract, No. 2093, Dixonville Section-North Umpqua Highway, in Douglas County. This contract consists of 2.20 miles of grading and surfacing. The date of completion of the project is October 31, 1938, and it has not been completed but probably will be by the above date. The bond furnished in connection with the contract was written by the Glens Falls Indemnity Company, for whom Jewett, Barton, Leavy & Kern, who have offices in the Lewis Building, Portland, are agents.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2093

[illegible]

D. I. COOPER, President
ROY E. NELSON, Vice Pres.
E. C. LUNDQUIST, Secy-Treas.

HOWARD COOPER CORPORATION

MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO
SEATTLE, WASH.
SPOKANE, WASH

Oct. 19, 1938

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

The Harold Blake Company had a State Highway job for road construction work near Dixonville, Douglas County, Oregon. We understand this job has been completed and accepted.

Will you kindly advise us the State Highway job number, description of job, date of completion and acceptance?

It is also our understanding that Mr. O. E. Joelson of Medford, Oregon, subbed the concrete work under the Blake Construction Company.

We trust that it will be possible for you to determine the job we have in mind from this meager description, and we would appreciate receiving the requested information as soon as convenient.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL

E - $20,793.30
R - $ 2,206.95
Pd - $18,586.35
Sept. 15

REFERRED TO
BY SECRETARY

[illegible]

Form 230—5M—10-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

1938

For Week Ending Oct. 15, 1938

Section Dixonville

Kind of work Grading & Graveling

Highway North Umpqua Co. Road

Section prefix 210-1018

Contractor Harold Blake

Contract number 2093

Date of contract June 23, 1938

Date of completion Oct. 31, 1938

Date work started June 23, 1938

Estimated date of completion ...., 193...

Amount of contract . . . . $ 29,426.00

Per cent of time elapsed ....%

Estimated cost of completed project, exclusive of engineering . . . . $ 26,200.00

Per cent of contract completed, based on total contract price . . . .%

Engineering cost to date, $ 2055, 0.0698 %

Date project was completed Oct. 8, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Have semi-final estimate about completed, and will turn it in next Monday or Tuesday. We were held up on making the Cement adjustment, as we did not get the invoices back from the Contractor until Friday. I have sent him the copies of Price Agreement for his signature.

Party;

Myself

2 chainmen

NOTED
H. N. HACKETT

RECEIVED
OCT 1938

NOTED
VAN SCOY

Signed A. J. Ford
A.J. Ford

Address Roseburg, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

ORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 7 1938
FOR FILING

October 5, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

The Dixonville Section of the north Umpqua County Road, which we are constructing, will be completed the last of this week and I believe that the County should be notified as the responsibility for the maintenance of this Section after October 10th will be theirs.

This new road should be signed in a short time, but I presume that work will have to be done by the County.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 16 1938

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 14-A (1),
Dixonville Section,
North Umpqua Highway.

September 12, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

481, Oregon FAS 14-A (1)

September 6, 1938.

Mr. Thos. H. MacDonald,
Chief, Bureau of Public Roads,
Washington, D. C.

Dear Sir:

Herewith are Memorandum for the Chief of Bureau and supporting papers, on the basis of which a project agreement has been prepared for Oregon Federal Aid Secondary Project No. FAS 14-A (1).

A copy of Mr. Lynch's letter of May 17 transmitting P.S. and E. and project statement was forwarded to your office on May 26.

Very truly yours,

L. I. HEWES, Deputy Chief Engineer,

By E F McCoy

Senior Highway Engineer.

Enc.

cc Mr. Lynch

FORM 5-A-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
SEP 6 19
FOR FILING

Fed 1-7

Sept. 2, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am sending herewith, for your consideration, Price Agreement No. 1, Contract #2093, Dixonville Section of the North Umpqua County Road. This Price Agreement has been revised and should replace the previous one marked with the same number.

In making up the Agreement no consideration was given to the fact that the riprap would have to be grouted, hence suggested to the contractor we change it to provide for the additional work.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G
encs

cc: Baldock ✓

RECEIVED
AUG 19 1938
FOR FILING

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Dixonville Section, Project No. FAS 14-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-A(1)

DIXONVILLE SECTION OF THE

NORTH UMPQUA HIGHWAY IN DOUGLAS COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 2, 1938

All Required		Clearing and Grubbing	$ - -	$ 600.00
1,100	cu. yds.	Trench Excavation	.90	990.00
39,000	cu. yds.	Excavation, Single Classif.	.23	8,970.00
56,000	yd. sta.	Overhaul	.01	560.00
6,000	yd. mi.	Truck Haul	.10	600.00
2.20	miles	Finishing Roadbed and Slopes	300.00	660.00
6,500	lin. ft.	Rounding Cutbanks	.08	520.00
400	lin. ft.	8" Porous Drain Tile	.40	160.00
300	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	300.00
400	lin. ft.	18" Corr. Iron Pipe	1.60	640.00
60	lin. ft.	24" Corr. Iron Pipe	2.50	150.00
180	lin. ft.	Salvaging Culvert Pipe	.50	90.00
130	cu. yds.	Rock or Gravel Backfill in Drains	2.00	260.00
38	cu. yds.	Class "B" Concrete	22.00	836.00
5,000	lbs.	Metal Reinforcement	.05	250.00
9,600	cu. yds.	Gravel Topping	.75	7,200.00
3,000	cu. yds.	Crushed Gravel Surfacing	1.50	4,500.00
600	cu. yds.	Filler	.20	120.00
1,200	yd. mi.	Hauling Filler	.10	120.00
700	M-gal.	Sprinkling	1.00	700.00
			Subtotal	$ 28,226
			10% Engr. & Cont.	2,822
			Total	$ 31,048

Length	2.198 miles
Cost per mile	$ 14,125

FAS Funds Requested- -	$ 18,940
State Funds- -	12,108
	$ 31,048

NON-PARTICIPATING ITEM

100	lin. ft.	72" Corr. Iron Pipe	$ 12.00	$ 1,200.00

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County May 31, 1938 and by
Highway Commission June 2, 1938

RECEIVED
JUL 13 1938
FOR FILING

7a & 14-a

July 12, 1938

Mr. Harold Blake
400 N. Thompson
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2093 awarded to you on June 23, 1938, for grading and surfacing the Dixonville Section of the North Umpqua County Road, in Douglas County.

This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUN 27 1938
FOR FILING

7a I 14-2

June 25, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2093, which was awarded to you by the State Highway Commission on June 23, 1938, covering the grading and surfacing of the Dixonville Section of the North Umpqua County Road, in Douglas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done, a fully executed copy will be returned to you for your records and wiles. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MBL

RECEIVED
JUN 25 1938
FOR FILING

[illegible]

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(52)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRH20 30 DL GOVT=PORTLAND ORG 24 924A   1938 JUN 24 AM 9 56

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS CONFIRMS OUR PRIOR VERBAL CONCURRENCE IN AWARD OF CONTRACT AS OF JUNE 23, 1938 FOR OREGON FAS 14-A DIXONVILLE SECTION NORTH UMPQUA ROAD TO HAROLD BLAKE LOW BIDDER=

LYNCH.

23 1938 FAS 14-A.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED
DEC 9 1938
FOR FILING

72 1 14-C1-1

June 23, 1938

Mr. Harold Blake,
400 No. Thompson Street
Portland, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you as of today, the contract covering 2.20 miles grading and surfacing of the Dixonville Section of the North Umpqua County Road, in Douglas County. This award was based on your low bid of $29,426.00 submitted on June 3, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

Sec confirmed

M

1217-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER ✓	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
JUNE 23, 1938

HAROLD BLAKE
400 NORTH THOMPSON STREET
PORTLAND OREGON

STATE HIGHWAY COMMISSION TODAY AWARDED YOU CONTRACT COVERING GRADING AND SURFACING OF DIXONVILLE SECTION OF THE NORTH UMPQUA COUNTY ROAD IN DOUGLAS COUNTY AWARD BASED ON YOUR LOW BID SUBMITTED ON JUNE THIRD CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

R. B. Sipprell
Office Engineer

RBS:G

enc

cc: Baldock ✓
H. G. Smith

FORM 5-A-1 8M 2-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 24 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 23 1938
COMMISSION

OREGON STATE HIGHWAY COMMISSION
SALEM

June 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: O. S. Paxson

NOTED
State Highway Engineer

Dear Sir:

Enclosed is a sketch showing the proposed location of the 6 x 6 concrete box culvert to be constructed on the Dixonville Section on the North Umpqua County Road.

It is requested that a steel list be furnished from this sketch. Please mail a print of the sketch to A. J. Ford at Roseburg.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

enc

cc: Baldock ✓
H. G. Smith

Fas 14-A

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

We enclose herewith three copies each of the following resolutions relative to traffic and encroachments. The projects are as follows: WPGS 285-B, FAS 7-A, FAS 265-B, FAS 279-A, FAS 8-A, FAS 15-A, FAS 12-A, FAS 20-A, FAS 14-A, FAS 24-A, FAS 25-A, and FA 27-A.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By
Oscar Cutler
Asst. Office Engineer

OC:ME
Encl.
Copy for Mr. Nash

Fas 14-A

C
O
P
Y

June 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. Tom Davis

Dear Sir:

There are enclosed herewith three copies each of agreements executed by the State Highway Commission and the various counties, covering maintenance and furnishing of right of way for a number of county road projects. The projects are as follows: FAS 24-A, FAS 13-A, FAS 7-A, WPGS 285-B, FAS20-A, FAS 279-A, FAS 12-A, FAS 8-A, FAS 14-A, and FAS 265-B.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

copy for Mr. Nash

FORM S-A-1 10M 9-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Fwd 14-57

June 7th, 1938

Harold Blake, Contractor
400 N. Thompson Street
Portland, Oregon

NOTED
te Highway Engineer

Dear Sir:

In connection with the Dixonville Section of the North Umpqua Highway, we found it necessary to eliminate the two 72-inch corrugated iron pipes from the contract. I called your office prior to the announcement of the awards to be assurred that you would have no objection to this elimination.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 19 1938
FOR FILING

[illegible]

May 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 17th, concerning the Dixonville Project on the North Umpqua Highway in Douglas County, Project FAS 14-A (1), in which letter you comment upon the fact that no provision is made for the oiling of the project.

The oiling work was omitted due to the fact that the amount allocated to the project was only sufficient to do the grading and surfacing work. It may be possible to include the oiling in the 1939 program. In any event, the oiling work will be done if, and when, funds are available.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM 5-A-1 10M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

FA 5-1-A

May 18, 1938

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

In reply to your letter of May 16, relative to the 72" corrugated iron pipes to be installed at the request of Douglas County on the Dixonville-Black Mud Hollow Section of the North Umpqua Highway, for use as cattle passes:

The estimate of cost which we sent you was for uncoated pipe. Therefore, if the county desires to place asphalt-coated pipe on this section, will you please advise them that we estimate it would cost an additional $60.00, and ask them to include this amount in their check which they send to the State Highway Commission.

We will not change our specifications, as the resident engineer or yourself can make arrangements with the contractor under price agreement for the installation of the coated pipe.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

cc Mr. R. H. Baldock ✓
Mr. H. G. Smith

RECEIVED
AUG 19 1938
FOR FILING
FA [illegible]

May 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Dixonville Section, Project No. FAS 14-A-1.

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 14-A-1

DIXONVILLE SECTION OF THE

NORTH UMPQUA HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 13, 1938

All Required		Clearing and Grubbing		$ 400.00
1,100	cu. yds.	Trench Excavation	$ 1.00	1,100.00
39,000	cu. yds.	Excavation, Single Classif.	.20	7,800.00
56,000	yd. sta.	Overhaul	.02	1,120.00
6,000	yd. mi.	Truck Haul	.10	600.00
2.20	miles	Finishing Roadbed and Slopes	150.00	330.00
6,500	lin. ft.	Rounding Cutbanks	.10	650.00
400	lin. ft.	8" Porous Drain Tile	.60	240.00
300	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	300.00
400	lin. ft.	18" Corr. Iron Pipe	2.00	800.00
60	lin. ft.	24" Corr. Iron Pipe	3.00	180.00
180	lin. ft.	Salvaging Culvert Pipe	.75	135.00
130	cu. yds.	Rock or Gravel Backfill in Drains	2.50	325.00
38	cu. yds.	Class "D" Concrete	22.00	836.00
5,000	lbs.	Metal Reinforcement	.06	300.00
9,600	cu. yds.	Gravel Topping	.90	8,640.00
3,000	cu. yds.	Crushed Gravel Surfacing	2.00	6,000.00
600	cu. yds.	Filler	.40	240.00
1,200	yd. mi.	Hauling Filler	.15	180.00
700	M-gal.	Sprinkling	1.00	700.00

Subtotal	$ 30,876
10% Engr. & Cont.	3,087
Total	$ 33,963

Length	2.198 miles
Cost per mile	$ 15,451

FAS Funds Requested- -	$ 20,720
State Funds- -	13,243
	$ 33,963

NON-PARTICIPATING ITEMS

100 lin. ft.	72" Corr. Iron Pipe	$ 15.00	$ 1,500.00

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 17, 1938

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon project FAS 14-A (1), the Dixonville section of the North Umpqua Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

It is noted that on the approved program this project was listed as "Grading, Surfacing and Oil", and that the proposed work does not include oiling. It is apparent that this is due to insufficient funds, but we would request an expression from you that this project will be oiled if and when funds are available.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon project FAS 14-A (1), the Dixonville section of the North Umpqua Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award will be withheld pending approval of the project statement.

County resolution relative to maintenance should be submitted with the project agreement estimate.

It is noted that on the approved program this project was listed as "Grading, Surfacing and Oil", and that the proposed work does not include oiling. It is apparent that this is due to insufficient funds, but we would request an expression from you that this project will be oiled if and when funds are available.

Very truly yours,

W. H. LYNCH
District Engineer

FORM 3-24 5M 7-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

FAS 142A

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

May 13, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle
Division Highway Engineer
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

On May 11, Mr. Smith wrote you a letter relative to installation of 2 - 72" corrugated iron pipes, to be used as cattle passes on the Dixonville-Black Mud Hollow Section of the North Umpqua Highway. In his letter he stated that these would be asphalt coated protected inverts. I wish to advise that these pipes will be uncoated.

Mr. Smith requested that you instruct the county officials to deposit a check for the amount of $1,197.00 with the Secretary of the Commission. Will you please take this up with them and request that this check be sent in, so that it may be received within the next few days.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

cc Mr. H. C. Smith
Mr. R. H. Baldock

Form 2-A-1 2-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

FAS 14-A

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938

OREGON STATE HIGHWAY COMMISSION
SALEM

May 3, 1938

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: H. G. Smith

Dear Sir:

Enclosed are two copies of the Special Provisions on the Dixonville-Black Mud Hollow Section of the North Umpqua County Road. We are, also, enclosing two copies of "Statement of Material Sources and Stock Pile Sites".

Descriptions, options, and sketches of gravel bars being acquired for this project will be mailed to your office tomorrow, together with the profile, map, and other location data.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

FAS 14-A

April 26th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. V. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

In regard to the section to be selected on the North Umpqua Highway, I beg to advise that the project is to be let on June 2nd; and therefore, specifications must be submitted immediately.

There is but $35,000 available so that some modification of your first project from Station 240+00 to Station 339+60 is necessary. I would suggest that you do the grading and topping, leaving the gravel surfacing to be let with the oiling. By careful selecting of the topping, you can make a very passable road for the winter months and keep the estimate down to $35,000. Next year's funds can then be used for surfacing and oiling.

Please advise the status of the right of way acquisitions by the County as we do not wish to waste time in the preparation of the specifications if the right of way is not yet acquired.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RM 6-A-1
A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 25, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I am sending herewith for your consideration three estimates that I have made on the Dixonville-Mud Hollow Summit Section of the North Umpqua County Road. These estimates are based on ending the improvement at various places where adequate connections to the old road can be made. Any of the three, I think, will be acceptable to the county.

My latest information is to the effect that there is set up for 1938 $35,000.00 for this job and $20,000.00 for 1939.

If possible, whatever job is done this year, I would like to have the topping and surfacing completed in order that it may have a chance to compact over the winter before it is oiled.

Our new line obliterates the old road from station 320 to station 357 so that if any of this distance is torn up, some sort of surfacing will have to be put down in order that it can be traveled. Mr. Cutler was in the office today and I explained it to him and he might be able to give you a better picture of this job than I can in a letter.

Please advise which job you wish to do.

Very truly yours,

cc. R. H. Baldock

K. D. LYTLE
Division Engineer

KDL:AF

CONTRACT#2094

NRM 176-D Court St. Sec., Salem 1935

2094

176:D-1

Salem, Oregon
September 30, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

You will recall that your approval of the Court Street (Salem) Project, FA 176, was conditional upon the dedicating, as a city street, of certain areas in front of the new State Capitol, and upon the prohibiting of all-day parking within those areas.

We can now report that all proceedings necessary for the transfer of the areas referred to, and for the dedication of the areas to public use as city streets have been carried through, and that a resolution has been passed by the City Council placing time limits on parking within the areas. As evidence of this, we are submitting herewith a copy of Resolution No. 4119, passed by the City Council, for the purpose of limiting the parking time. We do not have available a copy of the dedication proceeding, but we are advised by the City Attorney that the dedication is completed. This advice is borne out by the second paragraph of Resolution No. 4119 which reads as follows:

> "WHEREAS, all that part of Court Street within the intersection of Court and Summer Streets, together with the roadway entering the Capitol grounds, have been dedicated to the public for usual street purposes";

The intersection referred to in the resolution is approximately 350 feet in length due to the fact that Summer Street is, in fact, two streets separated by a sunken garden some 200 feet in width.

A blueprint showing the areas deeded to the City by the State, and, in turn, dedicated by the City as a public street, is being sent herewith.

We are in hopes that the foregoing information will enable you to forward the final pay voucher for payment.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

RESOLUTION NO. 4119

WHEREAS, there is a large volume of vehicular and pedestrian traffic in that district immediately north of the state capitol building; and

WHEREAS, all that part of Court Street within the intersection of Court and Summer Streets, together with the roadway entering the capitol grounds, have been dedicated to the public for all usual street purposes; THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

That parking within said area be restricted to two hours; save and except that the parking on the southerly side of the public drive between Court Street and the state capitol building where parking shall be limited to 30 minutes, except that a fifty-foot space in the center of said south curb line immediately in front of said state capitol building shall be reserved and marked for a loading zone and open exit and entrance for the convenience and safety of the public to said state capitol building.

BE IT FURTHER RESOLVED that the City Engineer be and he is hereby directed and instructed to mark the area as herein described.

ADOPTED by the Common Council of the City of Salem, Oregon, this 5 day of September, 1939.

ATTEST:

A. WARREN JONES
Recorder of the City of Salem

4 copies

COPY

RESOLUTION NO. 4119

WHEREAS, there is a large volume of vehicular and pedestrian traffic in that district immediately north of the state capitol building; and

WHEREAS, all that part of Court Street within the intersection of Court and Summer Streets, together with the roadway entering the capitol grounds, have been dedicated to the public for all usual street purposes; THEREFORE,

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

That parking within said area be restricted to two hours; save and except that the parking on the southerly side of the public drive between Court Street and the state capitol building where parking shall be limited to 30 minutes, except that a fifty-foot space in the center of said south curb line immediately in front of said state capitol building shall be reserved and marked for a loading zone and open exit and entrance for the convenience and safety of the public to said state capitol building.

BE IT FURTHER RESOLVED that the City Engineer be and he is hereby directed and instructed to mark the area as herein described.

ADOPTED by the Common Council of the City of Salem, Oregon, this 5 day of September, 1939.

ATTEST:

A. WARREN JONES
Recorder of the City of Salem

Cr

SUMMARY OF COMPLETED FEDERAL AID WORK

COURT STREET (SALEM) SECTION

PROJECT NO. NRM 176-D (1935)(1)

Item	Code No.	Rdwy. Width	Total Cost	NRM Funds	NRM (1935) Funds	Length
Asphaltic Concrete Pavement						
(Sta. 0+00 to 3+23.9)(Sta. 6+81 to 10+00)	604	59	$ 7,225.00	$ 650.80	$ 6,292.21	0.121
Portland Cement Concrete Pavement						
(Sta. 3+23.9 to 6+81)	703	58.7	16,449.00	1,481.66	14,325.33	.068
			$23,674.00	$2,132.46	$20,617.54	.189

Form E-30—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

[illegible]

August 31, 1939

From: C. W. Parker

To: C. B. McCullough

Subject: Court Street improvement

Mr. Devers said to tell you that about three weeks ago he had a conference with Mr. Hendricks, the City Attorney, and at that conference he satisfied Mr. Hendricks as to the sufficiency of the State's title to the land and also the manner in which the State would convey the property to the City.

Mr. Hendricks promised Mr. Devers at that time that he would go to his office and prepare the necessary ordinances at once. It is Mr. Devers' belief that the ordinances have already started winding their way through the City Council.

C. W. Parker

CWP:PW

NOTED
C. B. McCullough

MKM 116-P-1

August 26, 1939.

Mr. Paul R. Hendricks
City Attorney
Ladd & Bush Bank Building
Salem, Oregon

Dear Mr. Hendricks:

Reference is made to our recent conference in regard to the improvement of Court Street in front of the state capitol grounds. As stated to you, the federal government, through its Federal Works Agency, will not reimburse the state for the money expended in the improvement of this street until the paved driveways which have been built in front of the Capitol Building on either side of Court Street are made a part of the street system of the City of Salem. The government also requires that the City of Salem pass an ordinance prohibiting all-day parking in this area.

It is my understanding that the State of Oregon, through its Board of Control, has already executed an instrument setting aside as a public roadway these parcels of land and that the City of Salem plans, by suitable and proper ordinance, to accept said instrument and to adopt said tracts of land as a part of the City's street system.

In addition to this ordinance, it will be necessary for the City to pass another ordinance limiting the parking in this area, as above set forth. The federal government requires only that such ordinance prohibit all-day parking; however, it has been suggested by Secretary of State Snell that the City prohibit all parking of any character in this area (indicated in red on the attached print).

It would seem, from the standpoint of appearance, that such a restriction would have much to recommend it; however, the federal government only requires that all-day parking be prohibited, and any further restriction is obviously a matter entirely within the jurisdiction and discretion of the City Council.

We would be very grateful, however, if some type of parking ordinance could be passed at the earliest possible date in order that we may receive reimbursement from the Federal Works Agency for the amount of money which we have expended in this improvement. The early attention of the City Council to these matters will be sincerely appreciated by this department.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

RECEIVED
JUN 15 1939
STATE HIGHWAY COMMISSION

176-D-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon NRM 176-D (1)(1934-1935)
Court Street Section (Salem)
Pacific Highway East

June 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

A4pr 39019

Form P. R. 2

State Oregon

U. S. Public Works Highway Project No. NRM 176-D(1) (1934-1935)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of May, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto particularly the National Industrial Recovery Act (Pub. No. 67, 73rd Cong.), approved June 16, 1933, and Act approved June 18, 1934 (Pub. No. 393, 73rd Cong.);

Whereas the Highway Department of said State submitted on the 25th day of September, 1933, a revised project statement, which was approved by the Secretary on the 5th day of October, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the United States District Engineer on the 15th day of June, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of twenty-two thousand, seven hundred fifty and 00/100 dollars ($22,750.00) as the share of the United States payable under said act on account of Section D(1) of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State from funds apportioned under the National Industrial Recovery Act (Pub. No. 67, 73rd Cong.), approved June 16, 1933, and Act approved June 18, 1934 (Pub. No. 393, 73rd Cong.), and from Chapter 175, laws 1917; Chapter 31, laws 1920; Chapter 88, laws 1931.

(Include date and citation of act of legislature by which authorized)

(b) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 at the east line of Capitol Street, and survey station 10+00 at the west line of Winter Street, on Court Street in Salem

, length 0.189 of a mile~~s~~, in Marion County, being Section D(1) of Oregon U. S. Public Works Highway project No. NRM 176/ (1934-1935), consisting of 0.189 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

~~of [illegible] in length~~

[illegible]

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

3—5518

(b) The total amount of Federal funds allotted to this project is $22,750.00, divided as follows: $2,132.46 against the allotments under Section 204 of the National Industrial Recovery Act, and $20,617.54 against the allotments under Section 1 of the Hayden - Cartwright Act approved June 18, 1934.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of Twenty-two thousand, seven hundred fifty and 00/100 dollars ($ 22,750.00), certified to the Secretary of the Treasury as above mentioned, which [illegible]

is

[illegible], the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of MAY 31 1939, 19-----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By --
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By --

(Title of officer)

By --

(Title of officer)

SECRETARY OF AGRICULTURE,
By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as U. S. Public Works Highway Project No. ~~[illegible]~~ 176-D(1) (1934-1935) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 22,750.00 as the total estimated cost of said project, and the sum of $22,750.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is the ~~percentage of said~~ total estimated cost.

Done at the city of Washington, this ______ day of MAY 31 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4200

REFERRED TO
R. H. Baldock
By Asst. State Highway Engineer

176-D

May 23, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon.

Attention: Mr. J. M. Devers

Dear Sir:

Reference is made to your letter of May 16th relative to the dedication of a certain area at the Capitol Building for street purposes, Oregon U. S. Public Works Project No. NRM 176-D (1) (1935).

The method proposed in the second paragraph of your letter appears to be a satisfactory solution providing, of course, that the parking restrictions are so worded that all day parking is prohibited. This is predicated on the assumption that ordinances already exist for the enforcement of such restrictions.

Very truly yours,

W. H. LYNCH
District Engineer

By

P. E. Andrews
Sr. Highway Engineer

NOTED
Highway Engineer

May 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of June 14, 1938, our letter of June 15, 1938, and our wire of concurrence in award of July 11, 1938, relative to dedication and all day parking on those portions of Court Street outside the original limits of the street, on Oregon NRM 176-D (1)(1934-1935).

We understood these matters had been satisfactorily completed, but we have not as yet received any advice from you on the subject. The construction is now completed, and we are forwarding herewith two copies of the proposed project agreement for signature and return to this office. Also enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

However, no payments of Federal funds will be approved by this office until receipt of the necessary evidence that the dedication of right of way and parking restrictions have been complied with.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Encls.

RECEIVED
MAY 2 [illegible] 1939
FOR FILING
[illegible] 176-D-1

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

May 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Mr. Probert's letter of June 14, 1938, our letter of June 15, 1938, and our wire of concurrence in award of July 11, 1938, relative to dedication and all day parking on those portions of Court Street outside the original limits of the street, on Oregon NRM 176-D (1)(1934-1935).

We understood these matters had been satisfactorily completed, but we have not as yet received any advice from you on the subject. The construction is now completed, and we are forwarding herewith two copies of the proposed project agreement for signature and return to this office. Also enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

However, no payments of Federal funds will be approved by this office until receipt of the necessary evidence that the dedication of right of way and parking restrictions have been complied with.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews

F. E. Andrews
Sr. Highway Engineer

Encls.

NRM 176-D(1935)-1

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Court Street Section, Project No. NRM 176-D (1935) (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

National Recovery Project
No. NRM 176-D (1935) (1)

COURT STREET (SALEM) SECTION OF THE PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 12, 1935

Asphaltic Concrete Pavement (Sta. 0+00 to 23.9)
(Sta. 6+81 to 10+00)

All Required		Clearing and Grubbing		$	320.00
10	cu. yds.	Trench Excavation	$ 1.20		12.00
100	cu. yds.	Excavation, Single Classif.	.35		35.00
800	yds. mi.	Truck Haul	.12		96.00
40	sq. yds.	Removal of Sidewalks	.12		4.80
1,000	lin. ft.	Removal of Curbs	.05		50.00
2	only	Removal of Catch Basins	2.50		5.00
All Required		Adjustment of Manholes and Other Openings		(80%)	40.00
40	lin. ft.	8" Sewer Pipe	.45		18.00
2	only	Standard Concrete Catch Basins	20.00		40.00
36	cu. yds.	Concrete Curb	14.50		522.00
4	cu. yds.	Gravel Base	1.15		4.60
550	tons	Class "B" Asphaltic Concrete	6.50		3,575.00
200	tons	Cutback Asphalt Wearing Surface	6.50		1,300.00
			Subtotal		$ 6,021
			10% Engr. & Cont.		602
			Total		$ 6,623

Length 0.121 mile
Cost per mile $ 54,735

Portland Cement Concrete Pavement (Sta. 3+23.9 to 6+81)

All Required		Clearing and Grubbing		$	180.00
260	cu. yds.	Trench Excavation	$ 1.20		312.00
1,900	cu. yds.	Excavation, Single Classif.	.35		665.00
3,200	yd. mi.	Truck Haul	.12		384.00
2,900	sq. yds.	Removal of Old Pavement	.25		725.00
560	sq. yds.	Removal of Sidewalks	.12		67.20
750	lin. ft.	Removal of Curbs	.05		37.50

2	only	Removal of Catch Basins	$ 2.50	$ 5.00
All Required		Adjustment of Manholes and Other Openings	(20%)	10.00
360	lin. ft.	8" Sewer Pipe	.45	162.00
260	lin. ft.	12" Sewer Pipe	.75	195.00
70	lin. ft.	15" Sewer Pipe	1.00	70.00
12	only	Standard Concrete Catch Basins	20.00	240.00
2	only	Special Concrete Catch Basins	25.00	50.00
44	cu. yds.	Concrete Curbs	14.50	638.00
950	sq. yds.	Concrete Sidewalks	1.40	1,330.00
646	cu. yds.	Gravel Base	1.15	742.90
100	cu. yds.	Sand Cushion	1.50	150.00
4,950	sq. yds.	Portland Cement Concrete Pavement	1.60	7,920.00
500	lin. ft.	3/4" Expansion Joints	.15	75.00
1,500	lin. ft.	½" Expansion Joints	.10	150.00
2,700	lin. ft.	Contraction Joints	.03	81.00
2,600	only	Dowels	.12	312.00
3,200	lbs.	Tie Bars and Reinforcement	.05	160.00
			Subtotal	$ 14,661
			10% Engr. & Cont.	1,466
			Total	$ 16,127

Length .068 mile
Cost per mile $ 237,161

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRM Funds	NRM (1935) Funds
Asphaltic Concrete Pavement	$ 6,623	$ 620.80	$ 6,002.20
Portland Cement Concrete Pavement	16,127	1,511.66	14,615.34
	$ 22,750	$ 2,132.46	$ 20,617.54

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

RECEIVED
MAY 16 1939
FOR FILING

NGA 176-D-1

RECEIVED
MAR 30 1939
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 29, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of November 10, 1938, regarding completion of Oregon National Recovery Project NRM No. 176-D (1) (1934 & 1935), Court Street Section in Salem.

Besides the $1,300.00 of 1934 money now obligated under P.S.& E., our books show a further balance of $832.46, NRM funds available from the 1934 apportionment, with NRH & NRS completely closed out.

We see no reason for further delay in submitting the project agreement estimate requesting $2,132.46, NRM 1934 funds, and the balance of the estimated cost from NRM 1935.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 2-K-1 5M 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 26, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,

Office.

Dear Sir:

The State Board of Control and the State Capitol Commission are the only state agencies which can make available for public street purposes the areas involved in the construction of the new office building.

I have requested that that matter receive prompt attention and have been assured that it will be taken care of at the earliest possible moment.

Yours very truly,

J. M. Devers
J. M. DEVERS

JMD:PW

#2094

RECEIVED
JAN 21 1939
FOR FILING

January 21, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2094, for the construction of the Court Street Section of the Pacific Highway East in Marion County, has been completed by the contractors, Oregon Contracting Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 31, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $21,676.09, including the final payment. Of this amount $88.94 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

January 20, 1939

MEMORANDUM TO

Mr. J. M. Devers:

Before we can make collection of the federal aid due us in connection with the Court Street Project in Salem, which project has been completed for several months, it will be necessary:

1. That the driveway areas alongside the main roadway be dedicated as parts of the city street.

2. That the city, by the passage of a suitable ordinance or by other appropriate action, prohibit all-day parking on the driveway areas alongside the main roadway.

We hope that you will be able to obtain action on these matters in the not too distant future.

Office Engineer

2094

176-R-1935-1

December 16, 1938

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Oregon Contracting Company on Contract No. 2094, Court Street Section of the Pacific Highway West in Marion County, on or after December 24, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—5M—10-37 H. G. Smith

176 D 1935-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

NOTED
Asst. State Highway Engineer

RECEIVED
DEC 12 1938
DIVISION ENGINEER

For Week Ending December 10, 1938

Section Court Street

Kind of work Paving

Highway Pacific East

Section prefix 24-1106; N.R.M. 176-D (1935) (1).

Contractor Oregon Contracting Co.

Contract number 2094

Date of contract July 11, 1938

Date of completion October 31, 1938

Date work started July 20, 1938

Estimated date of completion ...., 193....

Amount of contract $ 20,884.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 21,675.76

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2013.77, 9.29 %

Date project was completed October 19, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The Semi Final Estimate on the Court Street Section and the supporting data was submitted to the Division Office on Wednesday December 7th.

The Semi Final Estimate for the Summer Street paving project is being worked up and good progress is being made on it.

The Colonial Cottages in the vicinity of the 12th Street intersection with the Pacific Highway were tied in and placed on the detail map of that intersection. Gravel drive approaches for the Texaco Station and the Colonial Cottages were also taken and are being plotted on this same vicinity map.

NOTED
RAY WEBBER

Signed H. G. Swart

Address Res. Constr. Eng'r.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday 4	Light rain		
Monday 5	Fog		
Tuesday 6	Rain		
Wednesday 7	Cloudy		
Thursday 8	"		
Friday 9	Clear		
Saturday 10	Cold		

RECEIVED
MAY 1 [illegible] 1939
FOR [illegible]G

RECEIVED
[illegible] 1938
S[illegible] [illegible]EGON

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 176-D-1
NRM

November 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon NRM 176-D (1) (1934 and 1935), Court Street section in Salem, was made by a representative of this office on October 24, 1938.

Presumably you are waiting for the payment of the final voucher on NRM 78-F, the only other active 1934 project, before submitting the agreement estimate for Court Street, in order to know the exact amount of 1934 funds available and completely close out the appropriation for that year.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

#2094

RECEIVED
OCT 5 1938
FOR FILING

HWT 76-3-1

October 5, 1938

UNION OIL COMPANY OF CALIFORNIA
Yeon Building
Portland, Oregon

Attention Mr. L. Harbison

Gentlemen:

Reference is made to your letter of September 26, concerning the United Contracting Company which you state has a contract for paving on the State Capitol grounds.

You apparently have confused this with the contract of the Oregon Contracting Company which has the contract for what is known as the Court Street Section of the Pacific Highway East, which consists of 0.189 mile of paving. This contract was awarded to the Oregon Contracting Company on July 11 and is scheduled for completion on October 31. The bond furnished by this firm in connection with the contract was written by the Great American Indemnity Company, for which Harvey Wells, with offices in the Failing Building, Portland, is resident agent.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

RECEIVED
[illegible] 27 1938
STATE HIGHWAY COMMISSION

September 26, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

UNITED CONTRACTING CO.
Portland, Oregon

It is our understanding that United Contracting Co. has been awarded a paving contract on the state capitol grounds.

As we anticipate furnishing petroleum products on this operation, will you please complete the attached contractor questionnaire and return it to this office in the enclosed business reply envelope?

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbison

LH:EAC
Enclosure

RECEIVED
AUG 9 1938
FOR FILING

176-[illegible]

August 5, 1938

Oregon Contracting Company,
10509 N. E. Sandy Blvd.,
Portland, Oregon.

Gentlemen:

On July 28th we forwarded to you by express one fully executed copy of your contract No. 2094, Court Street Section in Marion County.

We have this date received notice from the express company that they were holding the above contract in their office and that they had received no response to notices which had been sent to you. Will you kindly call at the express office and pick up the package containing the contract so that it will not be necessary to have it returned to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Notice to Shipper of Goods Undelivered

RAILWAY EXPRESS AGENC
INCORPORATED

CITY OFFICE
Tel. Atwater 8411 226 S. W. Broadwa
Street address where shipment is held
PORTLAND, OREGON
City State

AUG 2 1938 19

You are notified that Article 1 Bx.
C. O. D. or Collection $

Forwarded by you on 7-28 1938

Addressed to Pac. Contracting Co. 12507 N.E. [illegible]

charges $ [illegible]

Your invoice or Identification No. 1 K 2814

Remains in this office undelivered because No Call

No Response to Postal Notice

Disposition Please.

This shipment is held at Owner's Risk subject to Express charges. Please give prompt orders for disposition. SEE DIRECTIONS ON OTHER SIDE.

OUR REFERENCE No. 1874

H. E. ALBERT, Genl. Agent

address beyond delivery limits.

SEE OTHER SIDE. (566—6-33 PRINTED IN U.S.A.)

HBG:AM

Secretary

RECEIVED
JUL 29 1938
FOR FILING

NRM 176-B

July 28, 1938

Oregon Contracting Co.
10509 N. E. Sandy Blvd.
Portland, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of contract No. 2094 awarded to you on July 11, 1938, for paving Court Street Section of the Pacific Highway East, in Marion County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 14 1938
FOR FILING

XIII M 174-C

July 13, 1938

Oregon Contracting Co.
10509 N. E. Sandy Blvd.
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2094 awarded to you by the State Highway Commission on July 11, 1938, for paving the Court Street Section of the Pacific Highway East, in Marion County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions of Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 53 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

HBG:AM

Secretary

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT NEWCOMB CARLTON, CHAIRMAN OF THE BOARD J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

RECEIVED
JUL 16 193[illegible]
FOR FILING

Send the following message, subject to the terms on back hereof, which are hereby agreed to

17

SALEM, OREGON
JULY 11, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

DESIRE TO AWARD COURT STREET CONTRACT TO OREGON CONTRACTING COMPANY

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables All America Cables Mackay Radio

TELEGRAMS CABLEGRAMS RADIOGRAMS

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DH

43 [illegible] AR 54 GOVT DL

SX PORTLAND ORE JULY 11TH 42 [illegible] 19

R H BALDOCK
STATE HIGHWAY ENGINEER
SALEM ORE

29

RETEL TODAY THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT FOR OREGON NRM 172-D (1) 1935. COURT STREET, SALEM, TO OREGON CONTRACTING COMPANY LOW BIDDER. WE ASSUME CONDITIONS OUTLINED OUR LETTER JUNE 15, 1938 HAVE BEEN FULFILLED. IF NOT [illegible] FEDERAL FUNDS WILL BE PAID UNTIL CONDITIONS HAVE BEEN COMPLIED WITH.

LYNCH
442P

Telephone Your Telegrams to Postal Telegraph

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUL 16 193
FOR FILING

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-B

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

17[illegible]-[illegible]

SALEM, OREGON
JULY 11, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

DESIRE TO AWARD COURT STREET CONTRACT TO OREGON CONTRACTING COMPANY TODAY STOP MAY WE HAVE YOUR CONCURRENCE

R. H. BALDOCK

STANDARD TIME INDICATED ON THIS MESSAGE

Form 16DM

43 [illegible] AR 54 GOVT DL

NX PORTLAND OGN JULY 11TH 42 [illegible]

R H BALDOCK
STATE HIGHWAY ENGINEER
29
SALEM ORE

RETEL TODAY THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT FOR OREGON WRS 17[illegible]- D (1) 1935. COURT STREET , SALEM , TO OREGON CONTRACTING COMPANY LOW BIDDER. WE ASSUME CONDITIONS OUTLINED OUR LETTER JUNE 15, 1938 HAVE BEEN FULFILLED. IF NOT YOU UNDERSTAND NO FEDERAL FUNDS WILL BE PAID UNTIL CONDITIONS HAVE BEEN COMPLIED WITH.

LYNCH
442P

Telephone Your Telegrams to Postal Telegraph

RECEIVED
DEC 9 1938
FOR FILING
176-8-1

3a

July 12, 1938

Oregon Contracting Co.,
10509 N. E. Sandy Blvd.
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date the State Highway Commission awarded to you yesterday, July 11, the contract covering 0.19 mile of paving on the Court Street Section of the Pacific Highway East, in Salem. This award was based on your low bid of $20,684.00 which you submitted on June 30, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

[illegible] informed

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ✓	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
JULY 12, 1936

OREGON CONTRACTING CO.,
10509 N. E. Sandy
Portland, Oregon

THE STATE HIGHWAY COMMISSION AWARDED TO YOU YESTERDAY CONTRACT COVERING PAVING PROJECT ON COURT STREET IN SALEM BASED YOUR LOW BID SUBMITTED JUNE THIRTY CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

File

RECEIVED
JUL 13 1938
FOR FILING

CONFIRMATION

UNITED STATES DEPARTMENT of Public Roads
BUREAU OF PUBLIC ROADS
DISTRICT ONE

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

8020-20 Oregon

DAY LETTER

Portland, Oregon
July 11, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

RETEL TODAY THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT FOR OREGON NRM 176-D (1) 1935, COURT STREET, SALEM, TO OREGON CONTRACTING COMPANY LOW BIDDER. WE ASSUME CONDITIONS OUTLINED OUR LETTER JUNE 15, 1938 HAVE BEEN FULFILLED. IF NOT YOU UNDERSTAND NO FEDERAL FUNDS WILL BE PAID UNTIL CONDITIONS HAVE BEEN COMPLIED WITH

Lynch

Paid govt. rate

RECEIVED

[illegible] 17 D

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 8, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau approved the addition of the Court Street, Salem, section of the Pacific Highway, NRM 176-D (1) (1934 & 1935) to the Oregon 1934 and 1935 U.S.Public Works Highway programs, on June 28, 1938. At the same time he approved a transfer of $5,458.49, NRH (1935) funds to NRM (1935) in order to provide funds for financing as requested in your letter of June 10, 1938. The revised assignment of funds, together with the latest percentages formally approved by the Secretary and by the Special Board for Public Works as of August 13, 1935, is as follows:

Classification	Previously Approved Percentages	Proposed Percentage	Proposed Amount
NRH	46.1	44.4	$1,375,888.02
NRM	25.1	25.3	784,076.12
NRS	28.8	30.3	937,849.86
	100.0	100.0	$3,097,814.00

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 15, 1938

RECEIVED
[illegible] 1938
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. submitted for Oregon U.S.Public Works Highway project NRM 176-D (1) (1935), Court Street in Salem section of the Pacific Highway East, appear generally satisfactory and are recommended for approval, subject to final review and approval of the plans and specifications by the Chief of Bureau. This is your authority to advertise for bids.

Referring to your letter of June 14 concerning dedication and all-day parking, we are not recommending that the agreement contain a clause requiring that payments be withheld until these matters are satisfactorily settled. However, we will not recommend any vouchers for payment until all settlement is made.

Very truly yours,

W. H. LYNCH
District Engineer

~~By~~

F. E. Andrews
Sr. Highway Engineer

June 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We fefer to your letters of June 13th and March 19th, concerning the dedicating, as parts of the city street, those portions of the Court Street Project (NRM 176-D) which are outside of the present limits of Court Street.

As one of the areas concerned has had to be acquired by the State by condemnation, the dedicating procedure has been delayed and is not yet completed. However, we have the assurance of the State Capitol Reconstruction Commission that the procedure will be carried to completion as expeditiously as possible, and we, in turn, give you our assurance that we will see to it that there is no hitch in the proceedings.

The City of Salem has been requested to take the action necessary to prohibit all day parking in the areas concerned, and the Mayor has given assurance that such action will be taken as soon as the dedication procedure is completed.

In view of the circumstances above outlined, and in view of the necessity of getting the project underway without further delay, we ask that we be permitted to proceed with the contracting of the project with the understanding, if necessary, that no federal payments will be made until the dedicating procedure is completed and the required city ordinance passed.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. E. Probert
Office Engineer

SEP:MR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon NRM 176-F, Court Street in Salem, for which bids are to be opened June 30, 1938.

A search of our files fails to reveal a reply to our letter of March 19, 1938, concerning dedication of property, and it will be necessary to withhold approval of the P.S.& E. until such action is taken.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
[illegible] 1939
FOR FILING

June 10, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Court Street (Salem) Section, Project No. NRM 176-B (1935).

The funds set up on this project include $1,300.00 of 1934 NRM funds and $21,000 of 1935 NRM funds.

The remaining unobligated 1934 NRM funds can be utilized on Project No. NRM 78-F where state funds were included.

With reference to the $21,000.00 1935 NRM funds, it is our request that sufficient 1935 NRH funds be transferred to the 1935 NRM program to make up this amount. We have made no effort to absorb all of the remaining balance at this time since there will be, no doubt, some additional funds which will accrue later when other finalled projects are paid. Accordingly, we plan to request a future modification of the agreement to absorb this accrued balance when the actual amount is known.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

National Recovery Project
No. NRM 176-D (1935)

COURT STREET (SALEM) SECTION OF THE

PACIFIC HIGHWAY EAST IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 10, 1938

Asphaltic Concrete Pavement (Sta. 0+00 to 3+23.9) (Sta. 6+81 to 10+00)

All Required		Clearing and Grubbing		$ 350.00
10	cu. yds.	Trench Excavation	$ 1.25	12.50
100	cu. yds.	Excavation, Single Classif.	.25	25.00
800	yd. mi.	Truck Haul	.15	120.00
40	sq. yds.	Removal of Sidewalks	.15	6.00
1,000	lin. ft.	Removal of Curbs	.05	50.00
2	only	Removal of Catch Basins	5.00	10.00
All Required		Adjustment of Manholes and Other Openings		(80%) 120.00
40	lin. ft.	8" Sewer Pipe	.60	24.00
2	only	Standard Concrete Catch Basins	25.00	50.00
36	cu. yds.	Concrete Curb	20.00	720.00
4	cu. yds.	Gravel Base	.80	3.20
550	tons	Class "B" Asphaltic Concrete	6.50	3,575.00
200	tons	Cutback Asphalt Wearing Surface	6.50	1,300.00
		Subtotal		$ 6,3[illegible]
		10% Engr. & Cont.		63[illegible]
		Total		$ 7,001

Length 0.121 mile
Cost per mile $ 57,859

Portland Cement Concrete Pavement (Sta. 3+23.9 to 6+81)

All Required		Clearing and Grubbing		$ 150.00
260	cu. yds.	Trench Excav tion	$ 1.25	325.00
1,900	cu. yds.	Excavation, Single Classif.	.25	475.00
3,200	yd. mi.	Truck Haul	.15	480.00
2,900	sq. yds.	Removal of Old Pavement	.30	870.00
560	sq. yds.	Removal of Sidewalks	.15	84.00
750	lin. ft.	Removal of Curbs	.05	37.50

2	only	Removal of Catch Basins	$ 5.00	$ 10.00
All Required		Adjustment of Manholes and Other Openings		(20%) 30.00
360	lin. ft.	8" Sewer Pipe	.60	216.00
260	lin. ft.	12" Sewer Pipe	1.00	260.00
70	lin. ft.	15" Sewer Pipe	1.25	87.50
12	only	Standard Concrete Catch Basins	25.00	300.00
2	only	Special Concrete Catch Basins	30.00	60.00
44	cu. yds.	Concrete Curbs	20.00	880.00
950	sq. yds.	Concrete Sidewalks	1.50	1,425.00
646	cu. yds.	Gravel Base	.80	516.80
100	cu. yds.	Sand Cushion	1.00	100.00
4,950	sq. yds.	Portland Cement Concrete Pavement	1.65	8,167.50
500	lin. ft.	3/4" Expansion Joints	.20	100.00
1,500	lin. ft.	½" Expansion Joints	.15	225.00
2,700	lin. ft.	Contraction Joints	.05	135.00
2,600	only	Dowels	.20	520.00
3,200	lbs.	Tie Bars and Reinforcement	.06	192.00
		Subtotal		$ 15,646
		10% Engr. & Cont.		1,564
		Total		$ 17,210

Length .068 mile

Cost per mile $ 253,088

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	NRM Funds	WPH (1935) Funds	State Funds
Asphaltic Concrete Pav't	$ 7,001	$ 376	$ 5,783	$ 842
Portland Cement Concrete Pav't	17,210	924	14,217	2,069
	$ 24,211	$ 1,300	$ 20,000	$ 2,911

15646
6365
22011

[illegible]
MAY 28 1938
FOR FILING

Const
Projects
Municipal

17

May 24, 1938.

Honorable V. E. Kuhn
Mayor
Salem, Oregon

Dear Mayor Kuhn:

Confirming our telephone conversation of yesterday, this department will be very appreciative of anything you can do to speed up the construction of the sewer for the Capitol so that we may go ahead with the paving work.

As stated to you over the telephone, we plan on advertising for bids on this paving early in June, but unless the sewer construction is started by that time, it is felt that we should not open the bids as there is no particular advantage in putting the paving contractor onto the job ahead of time.

From our conversation I take it that you will do everything possible to speed up this work, and I wish to take this opportunity to most sincerely thank you for your attitude of cooperation.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

106 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

April 19th, 1938

Consult Engineer Municipal

Mr. F. D. Eason
Division Engineer
C i t y

NOTED
State Highway Engineer

Dear Sir:

In connection with the improvement of Court Street in the City of Salem, please make provision in our contract for repaving the areas cut through by the storm and sanitary sewers and the heating conduits which the City proposes to build.

Our maps should show the proposed location of these sewers and the heating conduits from the Capitol to the Library. The City cannot start on these sewers until after an election on May 20th, so that it will probably be at least July before any paving can be done.

Our specifications should provide that no work is to be done until the City work is completed but must be completed by September 15th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

Council
Sewers
Municipal

April 15, 1938

The Honorable Mayor and Common Council
City of Salem
Salem, Oregon

Gentlemen:

I understand that the Capitol Reconstruction Commission has requested the Attorney General to give it an opinion on its ability to transfer to you the right of way necessary because of the widening of Court Street, to the end that this may be designated as a public street in the city of Salem. As soon as the decision of the Attorney General has been rendered, the Capitol Reconstruction Commission will contact you.

I have learned from other sources that the City of Salem is contemplating the construction of a sanitary sewer by the Capitol Grounds on Court Street and the construction of a storm sewer as far east as Winter Street, with a possible extension farther east at some future time. If these reports are true, it would appear absurd to repave Court Street and then immediately tear it up to install the sewers above described. I must, therefore, recommend to the State Highway Commission that the contract for the repavement of Court Street be deferred until the sewers have been installed.

It would also seem desirable to make the extension of the storm sewer from Winter to Capitol at this time if it is planned to do this work within the next few years. The paving work should be performed this summer, as otherwise conditions in front of the new Capitol will be rather unsightly. Therefore, permit me to urge that this sewer work be performed at the earliest possible time.

Please advise me of your plans in regard to this.

Very truly yours,

State Highway Engineer

RHB:HI
cc Mr. Henry F. Cabell
Mr. E. B. Aldrich
Mr. F. L. Tou Velle
Mr. Alton J. Bassett

(Copies sent to H. G. Smith and F. D. Eason 4/21/38)

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 12th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

I am advised by Mr. Eason that the City of Salem is contemplating the construction of a sanitary sewer by the Capitol Grounds on Court Street and the construction of a storm sewer as far east as Winter Street, with a possible extension further east at some other time. They object to a connection of any catch basins to the present sanitary sewer and request that we make provision to connect these catch basins to the proposed storm sewer which ends at Winter Street.

I would like to recommend that the repaving of Court Street be deferred at least until the sanitary sewer is built, as it is quite apparent from the discussion in the City Engineer's office that we will no sooner have the street paved than they will start tearing it up to install sewers. It is also apparent that the Capitol Commission will find it necessary to install steam pipes or even possibly a tunnel between the Capitol and the Library Building. All these things should be completed before the street is paved.

Very truly yours,

H G Smith

H. G. Smith
Construction Engineer

HGS:AR

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of March 4th relative to the improvement of F.A.P. No. 176, Court Street in Salem, as an NRM project.

Providing the State will dedicate as a city street the areas outside the limits of Court Street (shown on the map in orange), and providing all-day parking is also prohibited in these areas, then the improvement is eligible for Federal participation. This, of course, is predicated on the assumption that their improvement is necessary to relieve congestion on Court Street.

Will you please advise if the above gives the correct outline and is satisfactory to the State.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

CONTRACT # [redacted] 2095

FAS 30-D(1) Bly Mtn.-Beatty Sec., 1938
Klamath Falls-Lakeview Hwy.
#2095

R. H. Baldock

August 10, 1939

COST ANALYSIS-FINAL REPORT

Klamath Falls-Lakeview, Bly Mt.-Beatty Section
Contract 2095, Prefix 18-1018
McNutt Bros., Contractors
F.W. Farrar, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$537.45	357.3 C.Y.	1.50	2.00	$714.60
Common "	851.84	2,129.6 C.Y.	0.40	0.90	1,916.64
Solid Rock "	1,587.04	1,763.8 C.Y.	0.90	1.10	1,940.18
Truck Haul	125.21	1,252.1 Yd. Mi.	0.10	0.10	125.21
Fin. Roadbed & Slopes	106.00	0.53 Miles	200.00	200.00	106.00
Rounding Cutbanks	143.90	1,439 Lin. Ft.	0.10	0.10	143.90
18" Concrete Pipe	590.80	303 " "	1.95	2.00	606.00
24" " "	142.80	51 " "	2.80	3.00	153.00
36" " "	858.00	156 " "	5.50	6.00	936.00
4½"-2" Rock in Base	43,735.25	30,957 C.Y.	1.413	1.20	37,148.40
3/4"-0" " " " and sh'ld'rs	27,217.80	19,265.5 C.Y.	1.413	1.20	23,118.60
Sprinkling	1,819.59	1,389 M-Gal.	1.31	1.50	2,083.50
Preparation of Base	1,625.60	10.16 Miles	160.00	200.00	2,032.00
Mineral Aggregate in Place	18,576.36	8,236 C.Y.	2.25	2.20	18,119.20
SC-2 Road Oil in Binder Course	3,347.69	157.43 Tons	21.54	20.00	3,148.60
SC-6 " " " Place	8,677.89	458.42 Tons	18.93	20.00	9,168.40
Cutback Asph. in Seal Coat	2,604.81	128.76 "	20.23	20.00	2,575.20
3/4"-½" Cr. Rock in S.P.	1,650.50	1,213.6 C.Y.	1.36	1.50	1,820.40
½"-¼" " " " "	1,740.39	1,279.7 C.Y.	1.36	1.50	1,919.55
¼"-0" " " " "	719.98	529.4 C.Y.	1.36	1.50	794.10
P.A.#1, 1½"-3/4" Rock in S.P.	268.32	253.3 C.Y.		1.051	268.32
Screen Rejections in S.P.	213.75	855 C.Y.		0.25	213.75
Force Acoount	141.57				141.57
	$117,282.54				$109,193.12

Total Cost	$117,282.54
Gross Revenue	109,193.12
Net Loss	$8,089.42

Net Loss Equals 7.4% of Gross Revenue

Bly Mt. - Beatty Section

Detail of Cost

Labor:

Supervision	$1,685.91	
Labor	35,316.35	
State Industrial Accident Insurace	2,349.00	
Social Security nd Unemployment Insurance	1,480.08	
		$40,831.34

Materials:

18" Concrete Pipe	303	Lin. Ft.	at 1.60	$484.08	
24" " "	51	" "	" 2.20	112.20	
36" " "	156	" "	" 4.80	748.80	
SC-2 Road Oil	29.66	Tons	at 6.50	192.79	
SC-2 " "	127.77	"	" 5.70	728.29	
SC-6 " "	458.42	"	" 5.70	2,612.99	
Cutback Asphalt	128.76	"	" 7.00	901.32	
Freight on Asphalt				5,063.35	
					10,843.82

Equipment Rental Supplies & Miscellaneous:

Equipment Rental and Repairs	$32,704.00	
Gas, Oil and Grease	16,926.55	
Explosives	7,007.69	
Small tools Supplies and Misc.	3,976.69	
Freight and Moving In Expense	2,462.68	
Overhead and General Expense	346.25	
Bond (1% of Gross Revenue)	1,091.76	
Home Office (1% of Gross Revenue)	1,091.76	
		65,607.38
		$117,282.54

Bly Mt. - Beatty
Supplementary Report

Breakdown of Crushing Costs

	Cost	Quantity	Unit Costs
Plant Erection	$2126.31	62,591.5 cu. yd.	0.034
Develope, Drill and Shoot Quarry	13,839.27		0.221
Load at Quarry	7,042.76		0.113
Truck to Crush	4,458.34		0.071
Crushing Operation	14,719.20		0.235
Overhead and Proratables	5,038.13		0.080
Cost in Bunker	$47,224.01	62,591.5 cu. yd.	0.754

Quantities & Sizes Crushed Rock

4½"-2"	30,957
3/4"-0"	19,265.5
Mineral Aggregate	8,236
3/4-½"	1,213.6
½"-¼"	1,279.7
¼"-0"	529.4
1¼"-3/4"	255.3
Screen Rejections	855
	62,591.5

The quarry consisted mostly of rock in horizontal layers or laminations of from 3/4" to 3" thick. Toward the back of the quarry, however, the material was of more massive character and consequently broke larger. Since vertical drilled and bottom sprung holes were used, a slightly higher than average drilling and shooting cast resulted. The rock broke fairly small, and very little secondary shooting was required.

For the crushing of rock the contractor purchased a large new Pioneer semi-portable roadside plant. It consisted of 3 crushers (24" x 36" SKF bearing jaw equipped with anti-slab corrugated jaw and fed by a traveling type combination feeder and grizzly, a 54" x 24" corrugated shells roll, and 40" x 20" roll recrusher), 2 vibratory screens (4' x 12', and 4' x 22' double pan gradation) 4 belt conveyors (70' x 30" feeder, 80' x 30" delivery, 65' x 24" chip and 60' x 24" return), 3 portable bunkers (2-21 cu. yd. and 1-37 cu. yd.) and 3 Caterpillar diesel engines (2-D13000 and 1-D17000). Erection of plant was started September 5th and on Sept 24, crushing operations were begun and were completed Dec. 17th, at which time 62,591.5 cu. yds. had been produced at a rate of about 95 cu. yds. per hour of operating time. The cost in bunkers amounted to $0.754 per cu. yd. of crushed material. The plant was so equipped that six sizes of rock could be produced at the same time.

Up to November 1st, at which time about one-half of the surfacing material had been laid, an Adnun paver was used to spread the 4½"-2"rock on the road, but on the remainder it was deemed expedient to use large power blades in order to obtain a more even surface. In order not to interfere too much with traffic, which was quite heavy during deer hunting season, it was found advisable to work one-half of the road at a time in sections up to a mile in length. As the old surfacing was in poor shape, a great deal of work was expended in preparing it in advance of the rock laying operations, and the cost amounted to about $0.053 per cu. yd. of crushed rock surfacing. The average haul on the base and key amount to 4.7 miles and was performed at average cost of $0.35 per cu. yd. or 0.074 per yd. mile. The cost of traffic control on the surfacing operations amounted to $0.065 per cu. yd. of material laid. This latter cost item is greatly out of line, as a contractor now finishing a similar job nearby is handling the traffic with only a small fraction of this amount.

Bly Mt. - Beatty
Supplementary Report

Breakdown of Oiling Cost

	Cost	Quantity	Average Unit Cost
Heat	$1568.80	744.61 Tons	2.11
Haul	990.08	" "	1.33
Spread	1,278.29	"	1.72
Overhead & proratables	1,294.48	" "	1.73
Cost of Oil	4,435.39	"	5.96
Freight	5,063.35	" "	6.80
Total	$14,630.39	744.61 Tons	19.65

With the exception of 29.66 tons, which were laid in the Fall of 1938, the oiling was done in the Spring of 1939. On April 22nd work was started on the binder course and on May 30th, the contractor had completed entire project. The oiling operations were handled in a manner that was none too efficient. The contractor lacked competent supervision, which resulted in lack of co-ordination in operations and consequently increased the costs.

REMARKS:

This contract consisted of the regrading of 0.42 mile and the surfacing and oiling of 10.17 miles of roadway. It was awarded July 14, 1938, work was started Aug. 22nd, and finished May 30th, 1939.

The contractor brought in excellent and suitable equipment for this job. However the use of an Adnun paver for laying the coarse base rock proved to be inappropriate, as later tests proved that the use of large motor graders resulted in smoother roadway, less hand patching and larger volume of production. As it was, the street work was nearly always lagging behind the crushing operation.

The loss on this job was due primarily to the inexperience of the contractor's crew. The contract, however, was bid a trifle low to result in a fair profit even under efficient operation.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2095

RECEIVED
AUG 10 1939
FOR [illegible]

FAS 30-15-1

August 9, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2095, Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway in Klamath County, has been completed by the contractors, McNutt Bros., and that final settlement will be made by the State with said contractors for work done under said contract on or after August 19, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $109,154.66, including the final payment. Of this amount $141.57 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2095

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1939

FLH 7-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FLH 7-A (1), Bly Mountain-Beatty Section, Klamath Falls-Lakeview Highway, ____________________, was made by a representative of this office on July 19, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Hwy. Engineer

For

2095

RECEIVED
AUG 4 1939
FOR FILING

FAS 30-D-1

August 3, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 2095, Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway in Klamath County. This payment will be made on or after August 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2095

RECEIVED
JUL 21 1939
FOR FILE

FAS 30-B-1

July 21, 1939

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Harmer.

Gentlemen:

In response to your inquiry of July 19th you are advised that the McNutt Bros., Contract No. 2095, Bly Mountain-Beatty Section in Klamath County, was completed May 28, 1939. This contract was accepted June 6, 1939.

Final payment has not been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

RECEIVED
JUL 21 1939
OREGON
STATE HIGHWAY COMMISSION

July 19, 1939

State of Oregon Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: McNutt Brothers
Contract Number 2095

Kindly furnish us with a progress report on the above indicated job.

If the work has been finished, will you please state completion and acceptance dates?

Very truly yours,

SHELL OIL COMPANY,
Incorporated

FRANK J. HURNER
Division Credit Manager

RER:GC

[illegible]

Form E-1—5M—3-38

FAS 30-1a-1

C ON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

✓

For Week Ending July 15, 1939

Section Bly Mtn. - Beatty

Kind of work Grade, Surf. Oil

Highway Klamath Falls - Lakeview

Section prefix 18-1018

Contractor McNutt Bros.

Contract number 2095

Date of contract July 14, 1938

Date of completion June 30, 1939

Date work started Aug. 22, 1938

Estimated date of completion , 193

Amount of contract $105,440

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering 108,569.48

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 8121.15, 7.7 %

Date project was completed May 28, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Estimate completed and submitted Monday. Party finished referencing line, and about 2 man-days of work will finish setting the R/W posts. This will be done as breakdown time on the Devils Garden - Quattz Mtn. section permits.

Mr. Chandler, Wednesday, asked about the R.R. crossing cross-arm signs at the Crater Lake RR Co. crossing. Mr. Folston says that the signs were up when the job started, but were badly rotted. The contractor destroyed them in taking them down to allow the grading work to be done.

FINAL REPORT

NOTED
H. N. HACK

NOTED
RAY WEBBER

NOTED
VA

NOTED
W. L

Signed F. W. Farrar
F. W. Farrar, Res. Engr.

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

RECEIVED
JUL 17 1939
OREGON
STATE HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

FLH 7-A-1

July 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of July 12th relative to reflectorized grade crossing signs at Station 1178+50 on Oregon FLH 7-A (1), Bly Mountain-Beatty Section.

We will not insist on reflectorized signs being placed at this crossing, but it is our understanding that the regulation signs are in place.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

July 12, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of July 5th, concerning the grade crossing on the Bly Mountain-Beatty Project, FLH 7-A (1).

Since writing to you on October 28th, 1938, we have learned that the grade crossing at Station 1178+50 is a "flagged" crossing, and that, under an order issued by the State Public Utilities Commissioner, trains are required to stop 50 feet from the crossing, and to post flagmen at the crossing before proceeding across the highway. We are informed, also, that trains are seldom operated during hours of darkness.

It is our understanding that, under operating conditions as above described, the installation of reflectorized signs is not mandatory. Therefore, unless we hear from you further, we will take no further steps toward installing signs of that type.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Crater Lake Lumber Co
~~Grade~~ Crossing Sec 1 - 37S - R 11E (Only one in this sec)
Trains stop 50' From Hwy & Send out Flagman
Permit issued May 6, 1936

F 1794
3370

GRICULTURE
AGENCY
INISTRATION
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUL 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

ly 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

MP 89.62

Reference is made to your letters dated June 13, 1938, and October 28, 1938, regarding the reflectorized advance warning signs and crossbucks at Station 1178+50 on the Oregon Federal Lands Project 7-A (1), the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

The signals were not in place at the time of an inspection made of the project in June, and it is accordingly requested that the installation be made at an early date in order that we may accept the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Mr Probert

Please reply

GRICULTURE
AGENCY
MINISTRATION

RECEIVED
JUL 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

ly 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

MP 29.62

Reference is made to your letters dated June 13, 1938, and October 28, 1938, regarding the reflectorized advance warning signs and crossbucks at Station 1178+50 on the Oregon Federal Lands Project 7-A (1), the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

The signals were not in place at the time of an inspection made of the project in June, and it is accordingly requested that the installation be made at an early date in order that we may accept the project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

4

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

[illegible]LDING
POST OF[illegible]
[illegible]LAND, OREGON

RECEIVED
JUL 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

July 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

MP 89.62

Reference is made to your letters dated June 13, 1938, and October 28, 1938, regarding the reflectorized advance warning signs and crossbucks at Station 1178+50 on the Oregon Federal Lands Project 7-A (1), the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

The signals were not in place at the time of an inspection made of the project in June, and it is accordingly requested that the installation be made at an early date in order that we may accept the project.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

RECEIVED
1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

FAS 30-D-1

July 10, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 30-D (1), Bly Mountain-Beatty Section, Klamath Falls-Lakeview Highway ________, was made by a representative of this office on June 29, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

DEPT. OF HIGHWAYS
Rec'd JUL 11 1939
Noted

Sent to L. V Murrow, Director of Highways, Olympia Wash
by mistake

FORM 8-A-1. 8M 9-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

February 7th, 1939

NOTED

Mr. W. R. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I am returning Order for State Force Work on contract #2095, prefix #18-1018, account #563, as I have no authority to include this amount of work not covered in the original contract.

I realize that the guard fence and sight posts are highly desirable, but the project as set up did not include these and they cannot be added now.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
P.T. Baldock

NOTED
C.B. McCullough

January 30th, 1939

Cost Analysis to January 10th, 1939
Klamath Falls-Lakeview, Bly Mountain-Beatty Section
Regrading, Surfacing & Oiling Contract 2095, Prefix 18-1018
McNutt Bros., Contractors
S. F. Walters, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$537.45	358.3 cu. yd.	1.50	2.00	$716.60
Common "	851.84	2,129.6 " "	0.40	0.90	1,916.64
Solid Rock "	1,587.04	1,763.8 " "	0.90	1.10	1,940.18
Truck Haul	182.10	1,214 yd. mi.	0.15	0.10	121.40
Finishing Roadbed & Slopes	84.00	0.42 mile	200.00	200.00	84.00
Rounding Cutbanks	143.90	1,439 lin. ft.	0.10	0.10	143.90
18" Concrete Pipe	590.80	303 " "	1.95	2.00	606.00
24" " "	142.80	51 " "	2.80	3.00	153.00
36" " "	811.20	156 " "	5.20	6.00	936.00
4½" - 2" Rock in Base	44,251.09	30,681 cu. yd.	1.442	1.20	36,817.20
3/4" - 0" " " " & Shoulders	26,291.60	18,229 " "	1.442	1.20	21,874.80
Sprinkling	1,529.26	1,201.5 M-Gal.	1.27	1.50	1,802.25
Mineral Aggregate in Place	786.00	262 cu. yd.	3.00	2.20	576.40
SC-2 Road Oil in Binder Course	972.00	29.66 Tons	32.80	20.00	593.20
3/4" - ½" Cr. Rock in Stock-pile	1,686.90	1,213.6 cu. yd.	1.39	1.50	1,820.40
½" - ¼" " " " "	1,778.78	1,279.7 " "	1.39	1.50	1,919.55
¼" - 0" " " " "	735.87	529.4 " "	1.39	1.50	794.10
	$82,962.63				$72,815.62

Total Cost	$82,962.63
Gross Revenue	72,815.62
Net Loss	$10,147.01

Net Loss Equals 13.9% of the Gross Revenue

Bly Mountain-Beatty Section

Detail of Cost

Labor:			
Supervision (Supt. & Tmkpr.)		$1,245.91	
Labor		29,981.76	
State Industrial Accident Insurance		1,973.66	
Social Security & Unemployment Insurance		1,249.10	$34,450.43
Materials:			
18" Concrete Pipe	303 lin. ft. at 1.60	$484.08	
24" " "	51 " " " 2.20	112.20	
36" " "	156 " " " 4.80	748.80	
SC-2 Road Oil	29.66 Tons at 6.50	192.79	
" " " Freight		201.69	1,739.56
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		$26,437.00	
Gas, Oil and Grease (Approximate)		15,157.12	
Explosives (Approximate)		7,000.00	
Small Tools, Repairs and Misc.		3,957.75	
Freight		1,262.68	
Overhead and General Expense		143.25	
Bond	1% of Gross Revenue	728.16	
Home Office	1% " " "	728.16	55,414.12
Deduction: Crushed Rock Not Yet Incorporated in Job:			
Mineral Aggregate	7,700 cu. yd.	$7,817.84	
Surfacing Rock	900 " "	823.64	- 8,641.48
			$82,962.63

Bly Mountain-Beatty Section

REMARKS:

This contract consists of the regrading of 0.42 mile and the surfacing and oiling of 10.17 miles of roadway. It was awarded July 14, 1938; work was started August 22nd, and up to January 10th, 1939 the job was about 68.5% complete with all of the crushing consummated.

The quarry consisted mostly of rock in horizontal layers or laminations from 3/4" to 2" thick. Toward the back of the quarry, however, the material was of more massive character and consequently broke larger. Since vertical drilled and bottom sprung holes were used, a slightly higher than average drilling and shooting cost resulted. A 1½ cu. yd. shovel was used to load the broken quarry rock into 6 cu. yd. trucks, which hauled the rock from quarry to crusher.

For the crushing of rock the contractor purchased a large new Pioneer semi-portable roadside plant. It consisted of three crushers (24" x 36" SKF bearing jaw equipped with an anti-slab corrugated jaw and fed by a traveling type combination feeder and grizzly, a 54" x 24" corrugated shells roll and 40" x 22" roll recrusher), 2 vibratory screens (4' x 12' and 4' x 22 double pan vibrating gradation), 4 belt conveyors (70' x 30" feeder, 80' x 30" delivery, 65' x 24" chip and 60' x 24" return), 3 portable bunkers (2 21 cu. yd. and 1 - 37 cu. yd.), and three cat diesel engines (2 - D13,000 and 1 D 17,000). Erection of plant was started September 5th, and on September 24th, crushing operations were begun and completed December 17th, at which time 60,800 cu. yds. had been produced at a rate of about 95 cu. yds. per hour of operating time. The cost in bunkers amounted to about $0.77 per cubic yard of crushed material. The crushing plant was able to produce the rock faster than the road crew could take care of it, and consequently considerable yardage was stockpiled and later picked up and laid when the plant was down. The street and plant work were not very well coordinated.

Up to November 1st, at which time about one-half of the surfacing material had been laid, an Adnum paver was used to spread the 4½" - 2" rock on the road, but on the remainder it was deemed expedient to use large power blades in order to obtain a more even surface. In order not to interfere too much with traffic, it was found advisable to work one-half of the road at a time in sections up to a mile in length. A great deal of work was expended on the preparation of the old surfacing in advance of the new surfacing.

This contract was bid quite low. Also, the contractor's crew was inexperienced in crushing and surfacing work. The cost of traffic control and preparation of subgrade on this job amounted to about $0.12 per cubic yard of surfacing material.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

5

1-A-1 10M 2-38

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 13th, 1938

72 L 39-39-1

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. F. E. Andrews.

Dear Sir:

In answer to your letter of November 21st, concerning the thickness of surfacing on Oregon F.A.S. 30-D (1), Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, I beg to advise that I am in receipt of a letter from W. E. Chandler, Division Engineer, in which he advises that the thickness has been increased to comply with the specifications at the locations mentioned.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc tas R. H. Baldock

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DEC 1? 1938
PORTLAND, O.

FA # 30-E-1

December 10th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Referring to the criticism of the Bly Mountain-Beatty section of the Klamath Falls-Lakeview Highway made by the District Engineer for the Bureau of Public Roads, wish to advise that this has been taken into consideration and we are increasing the thickness to comply with the specifications. The thin spots were practically all on curves and it was necessary to slightly flatten some of these super elevations to give this thickness.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

6 6 5

RECEIVED
DEC 6 1938
FOR FILING

FL#7-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
District No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

November 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding under separate cover the approved plans for Oregon FLH 7-A (1), Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Jom

FORM 8-A-1 10M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 30 1938
FOR FILING

November 29, 1938

IN REPLY PLEASE
REFER TO FILE NO.

LL 31-8-1

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

The attached letter has been received from the Bureau of Public Roads pertaining to the surfacing on the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

Will you kindly report on the criticism which they have made concerning the thickness of the surfacing.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAS 30-D (1)
Bly Mountain-Beatty section
Klamath Falls-Lakeview highway

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Ivo

Appr. 36052

Form P. R. 2

State Oregon

Federal Aid Secondary Project No. FAS 20-D (1)

PROJECT AGREEMENT

Memorandum of Agreement made this 15th day of September, 1938 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto: particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

Whereas the Highway Department of said State submitted on the 24th day of July, 1938, a project statement, which was approved by the Secretary on the 16th day of August, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D (1) of said project which were recommended for approval by the United States District Engineer on the 14th day of June, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eleven thousand, and 00/100 dollars ($11,000.00) as the share of the United States payable under said act on account of Section D (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(a) By the State under Chapter 175, Laws 1917; Chapter 31, Laws 1920 (Include date and citation of act of legislature by which authorized)

(b) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 934+10 in the S.W. 1/4 Section 22, T.37 S., R.11 E., and survey station 1044+50, on the north boundary of Section 14, T.37 S., R.11 E., W.M., the beginning of FLH 7-A (1).

, length 2.090 miles, in Klamath County, being Section D (1) of Oregon Federal Aid Secondary project No. FAS 50, consisting of 2.090 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D (1) of said project shall not in any event exceed the sum of eleven thousand, and 00/100 dollars ($11,000.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of eighteen thousand, and thirty-two and 00/100 dollars ($18,032.00), the approved total estimated cost of Section D (1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation of [illegible] per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112a

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ---------- day of OCT 19 1938, 19----

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By --

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Jou Velle

Member, State Highway Commission
(Title of officer)

By --

(Title of officer)

By --

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—5519

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 20-D (1), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 12,032.00 as the total estimated cost of said project, and the sum of $ 11,000.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ---- day of OCT 19 1938 one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By W. J. McLeary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
OCT 31 1938
FOR FILING
Const
Fed Aid
Grade crossings

October 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Several weeks ago, Mr. Stoddard inquired as to the amount of rail traffic, if any, using the grade crossing at Station 1178+33 of the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway.

Our field engineer advises that logging trains make four trips over the line each day, except during a period of about three months each year when the logging operations are shut-down. We are not sure whether he means four round trips (eight crossings of the highway) each day, or only four one-way trips.

He advises, also, that operation of the line may continue for six or seven years.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc S. F. Walters
Resident Engineer
Bonanza, Oregon

2-A-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Bonanza, Ore.
Oct. 22, 1938

IN REPLY PLEASE REFER TO FILE NO.
FAS 30 D (1)
FLH 7 A (1)
Cont. 2095

Mr. R.H.Baldock,
State Highway Engineer,
Salem, Ore.

Att'n: Mr. S.H.Probert, Office Engineer.

Dear Sir:

In reply to your inquiry of the 21st. re railway crossing sta. 1178+33, Bly Mt. - Beatty Section, please be advised that at this time four trips per day are made over the line by logging trains.

At the beginning of the job, I contacted the officials of the company, and they estimate that they will be using the line from five to seven years more.

It may be noted that they usually have a seasonal shutdown of about thre e months.

The company headquaters are at Sprague River. The camp headquarters are about ½ mile south of the RR Crossing.

Very Truly Yours,

Samuel F Walters
Samuel F. Walters,
Resident Engineer.

CC
Wm.E.Chandler.

RECEIVED
FOR FILING

RECEIVED
OCT 27 1938
OREGON
STATE HIG

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. FLH 7-A,
Bly Mt.-Beatty Section,
Klamath Falls-Lakeview, Hwy.

October 26, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

A4pr-25863

Form P. R. 2

State Oregon

Project No. FLH 7-A (1)

PROJECT AGREEMENT

UNDER

THE FEDERAL AID ROAD ACT

APPROVED JULY 11, 1916

THE FEDERAL HIGHWAY ACT

APPROVED NOVEMBER 9, 1921

AND

AMENDATORY AND SUPPLEMENTARY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

WASHINGTON
GOVERNMENT PRINTING OFFICE
1933

8—5518

Form P. R. 2

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; including particularly the amendatory act of June 24, 1930 (46 Stat. 805);

Whereas the Highway Department of said State submitted on the 25th day of May, 1938, a project statement, which was approved by the Secretary on the 10th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 14th day of June, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty-one thousand, six hundred fifty-eight and no/100 dollars ($81,658.00) as the share of the United States payable under said act on account of Section A (1) of said project, which ~~does not exceed the authorized Federal pro rata share of~~ is the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources from funds made available under authorizations pursuant to the provisions of the Act approved June 24, 1930 (46 Stat. 805)
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1044+50 at the south boundary of Klamath Indian Reservation on the south line of Sec. 11, T. 37 S., R. 11 E., W.M., and survey station 1472+70, in the NE 1/4 of Sec. 22, T. 36 S., R. 12 E., W.M., excepting therefrom those portions between survey stations 1144+00 and 1178+33 and 1214+66 and 1233+64, length 7.066 miles, in Klamath County, being Section A (1) of Oregon project No. FLH 7, consisting of 7.066 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—6818

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of eighty-one thousand, six hundred fifty-eight and no/100 dollars ($81,658.00), certified to the Secretary of the Treasury as above mentioned, which ~~sum~~ ~~not to exceed the authorized Federal pro rata share of~~

~~dollars ($~~ is ~~%~~ the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer (Official or depository) hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties havé hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 10 1938, 19____.

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________________

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By ______________________________

____
(Title of officer)

By ______________________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. FLH 7-A (1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 81,658.00 as the total estimated cost of said project, and the sum of $ 81,658.00 as the share of the United States, payable under said acts on account of such project, which ~~does not exceed the authorized Federal~~ is ~~percent thereof~~ said total estimated cost.

Done at the city of Washington, this ______ day of OCT 10 1938 one thousand nine hundred and ______

Secretary of Agriculture,

CM

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4630

RECEIVED
JAN 23 1939
FOR FILING

Const
Fed Aid
Grade Crossing

October 21, 1938

Mr. S. F. Walters
Resident Highway Engineer
Bonanza, Oregon

Dear Sir:

In order that we may answer an inquiry from the Bureau of Public Roads, please advise as to the status of the railway line which crosses the Bly Mountain-Beatty Section at Station 1178+33.

Are any trains being operated over this line at the present time, or is there any prospect of trains being operated over it in the future?

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc W. E. Chandler

RECEIVED
JUN 13 1938
FOR FILING

[illegible]
Fed Aid
Grade Crossings

June 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the logging railway grade crossing at Station 1178/50 of the Bly Mountain-Beatty Project.

This logging railway is not in operation at the present time, and it appears possible that the grade crossing may be permanently abandoned. However, in the event the crossing is again put in use, the Highway Commission will promptly install reflectorized advance warning signs and reflectorized cross buck crossing signs as called for by General Administrative Memorandum No. 7, issued by Mr. MacDonald on May 10th, 1937.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc John Beakey
W. C. Widdows
W. E. Chandler

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED

IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FLH 7-A (1),
Bly Mountain-Beatty Section,
Klamath Falls-Lakeview Highway.

September 12, 1938

RECEIVED
SEP 16 1938
FOR FI

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

Ion

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
SEP 12 1938

FOR FILING

September 6th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

NOTED
State Highway Engineer

Dear Sir:

Reference is made to Mr. Walters' letter of August 25th, advising that he would need to augment his forces with respect to street inspectors and checkers about September 5th, and stating that the men would have to furnish their own transportation to and from work as there is no place to stay near the job.

Headquarters should be established in a suitable place for the men to secure quarters, and it is my recollection that there is a hotel of sorts in Bonanza and several restaurants; therefore, I see no reason why the men cannot live at Bonanza and be furnished transportation to and from work. Please requisition an additional car, if necessary, as there are plenty of cars in the Salem shops.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

[illegible]

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 30-D (1)
Bly Mountain-Beatty section
Klamath Falls-Lakeview Highway

September 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
AUG 23 1938
FOR FILING

11X 11-1

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bly Mountain-Beatty Section, Project No. FLH 7-A (1).

Very truly yours

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 7-A (1)

FLY MOUNTAIN-BEATTY SECTION OF THE

KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

Roadway (Sta. 1044+50 to 1144+00)(Sta. 1178+33 to 1214+66)
(Sta. 1233+64 to 1472+70)

180	cu. yds.	Trench Excavation	$2.00	$ 360.00
900	cu. yds.	Common Excavation	0.90	810.00
1,600	cu. yds.	Solid Rock Excavation	1.10	1,760.00
500	yd. mi.	Truck Haul	0.10	50.00
0.42	mi.	Finishing Roadbed and Slopes	200.00	84.00
700	lin. ft.	Rounding Cutbanks	0.10	70.00
50	lin. ft.	18" Concrete Pipe	2.00	100.00
14	lin. ft.	24" Concrete Pipe	3.00	42.00
220	lin. ft.	36" Concrete Pipe	6.00	1,320.00
23,400	cu. yds.	4½" - 2" Rock in Base	1.20	28,080.00
12,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.20	14,520.00
1,450	M-Gals.	Sprinkling	1.50	2,175.00
7.07	miles	Preparation of Base	200.00	1,414.00
5,550	cu. yds.	Mineral Aggregate in Place	2.20	12,210.00
154	tons	SC-2 Road Oil in Binder Course	20.00	3,080.00
322	tons	SC-6 Road Oil in Place	20.00	6,440.00
86	tons	Emulsified or Cutback Asphalt in Seal Coat	20.00	1,720.00
		Sub-total		$74,235
		10% Engr. & Cont.		7,423
		Total		$81,658

Length 7.066 miles
Cost per mile $11,556

FLH Funds Requested- $81,658

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
AUG 23 1938
FOR FILING

10 F [illegible]-30-1

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Bly Mountain-Beatty Section, Project No. FAS 30-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 30-D (1)

BLY MOUNTAIN-BEATTY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

Roadway (Sta. 934+10 to 1044+50)

5,000	cu. yds.	4½" - 2" Rock in Base	$1.20	$ 6,000.00
2,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.20	3,240.00
250	M-Gals.	Sprinkling	1.50	375.00
2.09	miles	Preparation of Base	200.00	418.00
1,400	cu. yds.	Mineral Aggregate in Place	2.20	3,080.00
44	tons	SC-2 Road Oil in Binder Course	20.00	880.00
94	tons	SC-6 Road Oil in Place	20.00	1,880.00
26	tons	Emulsified or Cutback Asphalt in Seal Coat	20.00	520.00
		Subtotal		$16,393
		10% Engr. & Cont.		1,639
		Total		$18,032

Length 2.090 miles
Cost per mile $8,627

FAS Funds Requested- $11,000
State Funds-- 7,032

$18,032

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JUL 29 1938
FOR FILING

7aX 30-2

July 28, 1938

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2095 which was awarded to you on July 14, 1938, for the grading, surfacing and oiling of the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, in Klamath County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
JUL 18 1938
FOR FILING

7A13a-8

July 16, 1938

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2095 which was awarded to you on July 14, 1938, for grading, surfacing, and oiling the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 24 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

HBG:AM

RECEIVED
DEC 9 1938
FOR FILING
77/ 30-D-1

July 14, 1938

McNutt Brothers,
351½ East Broadway,
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the grading, surfacing and oiling on the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, in Klamath County. This award was based on your low bid of $105,440.00 which you submitted on June 30, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

Sec confirmed

M

SERVICE DESIRED			
		CABLE	
T		FULL RATE	
D ETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JULY 14 1938

McNUTT BROS.,
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING CONSTRUCTION OF BLY MOUNTAIN-BEATTY SECTION OF KLAMATH FALLS LAKEVIEW HIGHWAY IN KLAMATH COUNTY BASED ON LOW BID SUBMITTED BY YOU JUNE THIRTY CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

R H BALDOCK
8STATE HIGHWAY ENGR
SALEM OGN

REURTEL 14TH WE CONCUR AS OF THIS DATE IN AWARD OF CONTRACT FOR OREGON PROJECTS FLH 7- A (1) AND FAS 30- D (1) , BLY MOUNTAIN BEATTY, TO MCNUTT BROS . LOW BIDDER. CONCURRENCE IS GIVEN ON ASSUMPTION NEGOTIATIONS FOR QUARRY SITE HAVE BEEN COMPLETE.

LYNCH
1053 A

Telephone Your Telegrams to Postal Telegraph

1217-A

CLASS OF SERVICE DESIRED	
~~DOMESTIC~~	CABLE
TELEGRAM ✓	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUL 16 1938
FOR FILING

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

.44√ 30-5

SALEM, OREGON
JULY 14, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

IF YOU CONCUR CONTRACT FOR BLY MOUNTAIN BEATTY PROJECT WILL BE AWARDED

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · TELEGRAMS · CABLEGRAMS · RADIOGRAMS · All America Cables · Mackay Radio

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DM 13 R AR 45/44 GOVT DL

NX PORTLAND OGN 1029 AM JULY 14TH 1938

R H BALDOCK
8 STATE HIGHWAY ENGR
SALEM OGN

REURTEL 14TH WE CONCUR AS OF THIS DATE IN AWARD OF CONTRACT FOR OREGON PROJECTS FLH 7- A (1) AND FAS 30- D (1) , BLY MOUNTAIN BEATTY, TO MCNUTT BROS . LOW BIDDER. CONCURRENCE IS GIVEN ON ASSUMPTION NEGOTIATIONS FOR QUARRY SITE HAVE BEEN COMPLETE.

LYNCH
1053 A

Telephone Your Telegrams to Postal Telegraph

1217-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

RECEIVED
JUL 16 1938
FOR FILING

Send the following message, subject to the terms on back hereof, which are hereby agreed to

7 A √ 30-D

SALEM, OREGON
JULY 14, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

IF YOU CONCUR CONTRACT FOR BLY MOUNTAIN BEATTY PROJECT WILL BE AWARDED TODAY

R. H. BALDOCK

Form 16 13 R AR 45/44

NX PORTLAND OGN 1029 AMMJULY

R H BALDOCK
8 STATE HIGHWAY ENGR
SALEM OGN

REURTEL 14TH WE CONCUR AS OF THIS DATE IN AWARD OF CONTRACT FOR OREGON PROJECTS FLH 7- A (1) AND FAS 30- D (1) , BLY MOUNTAIN BEATTY, TO MCNUTT BROS . LOW BIDDER. CONCURRENCE IS GIVEN ON ASSUMPTION NEGOTIATIONS FOR QUARRY SITE HAVE BEEN COMPLETE.

LYNCH
1053 A

Telephone Your Telegrams to Postal Telegraph

RECEIVED
JUN 30 1938
FOR FILING
Const
Projects
Primary

June 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

The following night letter has been sent to prospective bidders on the Ely Mountain-Beatty Section, for which bids will be received on June 30th:

> "Quarry site to be furnished by state at Station 968 of Ely Mountain Beatty Project is south of and does not include existing open quarry at that location stop if successful bidder elects to obtain rock from that site he must open entirely new quarry stop bid accordingly."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by M. C. Wood/ER

FORM 8-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 2 1938
FOR FILING

RECEIVED
1938
STATE HIGHWAY COMMISSION

Const.
Project
Summary

June 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we submit herewith, for comparison of bids, the following estimate on the BLY MOUNTAIN-BEATTY section, Klamath Falls-Lakeview Highway, proposed 0.42 of a mile of grading and 10.17 miles surfacing and oiling project:

Item No.	Item			Unit Price	Amount
1.	Trench Excavation	180	cu. yds.	1.00	180.00
2.	Common Excavation	900	" "	0.30	270.00
3.	Solid Rock Excavation	1,600	" "	0.80	1,280.00
4.	Truck Haul	500	yd. mi.	0.15	75.00
5.	Finishing Roadbed & Slopes	0.42	miles	200.00	84.00
6.	Rounding Cutbanks	700	lin. ft.	0.10	70.00
7.	18" Concrete Pipe	50	" "	2.00	100.00
8.	24" Concrete Pipe	14	" "	3.00	42.00
9.	36" Concrete Pipe	220	" "	4.50	990.00
10.	4½" - 2" Rock in Base Using 2 setups, Av. Haul = 1.715 Using 1 setup , Av. Haul = 3.166	32,000	cu. yds.	1.05	33,600.00
11.	3/4" - 0" Rock in Base and Shoulders Haul as shown above	16,700	cu. yds.	1.30	21,710.00
12.	Sprinkling	1,900	M-gals.	1.50	2,850.00
13.	Preparation of Base	10.17	miles	250.00	2,542.50
14.	Mineral Aggregate in Place	7,700	cu. yds.	2.30	17,710.00
15.	SC-2 Road Oil in Binder Course	220	tons	22.00	4,840.00
16.	SC-6 Road Oil in Place	460	tons	22.50	10,350.00
17.	Emulsified or Cutback Asphalt in Seal Coat	124	tons	24.00	2,976.00
18.	3/4" - ½" Crushed Rock in Stockpile, av. hl. 1.885	1,250	cu. yds.	1.50	1,875.00
19.	½" - ¼" Crushed Rock in Stockpile, av. hl. 1.885	1,250.	cu. yds.	1.50	1,875.00
20.	¼" - 0" Crushed Rock in Stockpile, av. hl. 1.885	500	cu. yds.	1.50	750.00
	Total amount of Estimate				$ 104,169.50

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

TED
Engineer

By:
R. M. Smith

RMS:f

RECEIVED
AUG 23 1938
FOR FILING
FLH 7-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
15 1938
STATE HIGHWAY COMMISSION

June 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Lands Highway project FLH 7-A (1), the Bly Mountain-Beatty section of the Klamath Falls-Lakeview Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

On the title sheet for this project the road traverses two pieces of private lands where the construction is to be by the State without Federal Aid. We have shown these sections on the sheets we have, but will need one additional print of the title sheet.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 23 1938
FOR FILING

June 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Bly Mountain-Beatty Section, Project No. FLH. 7-A

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

We are likewise enclosing a letter from the Superintendent of the Klamath Indian Agency concerning the ~~sections~~ status of unpatented and non-taxable Indian lands traversed by the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Lands Highway
Project No. FLH 7-A(1)

BLY MOUNTAIN-BEATTY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 13, 1938

Roadway (Sta. 1044+50 to 1144+00)(Sta. 1173+35 to 1214+66) (Sta. 1233+64 to 1472+70)

180	cu. yds.	Trench Excavation	$ 1.00	$ 180.00
900	cu. yds.	Common Excavation	.30	270.00
1,600	cu. yds.	Solid Rock Excavation	.80	1,280.00
500	yd. mi.	Truck Haul	.12	60.00
0.42	mile	Finishing Roadbed and Slopes	200.00	84.00
700	lin. ft.	Rounding Cutbanks	.10	70.00
50	lin. ft.	18" Concrete Pipe	2.50	125.00
14	lin. ft.	24" Concrete Pipe	4.00	56.00
220	lin. ft.	36" Concrete Pipe	6.00	1,320.00
23,400	cu. yds.	4½" - 2" Rock in Base	1.30	30,420.00
12,100	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	16,335.00
1,450	M-gal.	Sprinkling	1.50	2,175.00
7.07	miles	Preparation of Base	100.00	707.00
5,550	cu. yds.	Mineral Aggregate in Place	2.30	12,765.00
154	tons	SC-2 Road Oil in Binder Course	21.00	3,234.00
322	tons	SC-6 Road Oil in Place	23.00	7,406.00
86	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	2,064.00

Subtotal	$ 78,551
10% Engr. & Cont.	7,855
Total	$ 86,406

Length	7.066 miles
Cost per mile	$ 12,228

FLH Funds Requested- $ 86,406

110,000

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

[illegible] JUN 20 1938 [illegible]
FOR FILING

Const
projects
Primary

June 11th, 1938

NOTED
State Highway Engineer

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

This is your authority to assign Resident Engineer S. F. Walters to the Bly Mountain-Beatty project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1, 2500 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
21 1938

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Const
Projects
[illegible]

June 8th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Will you please give me authority for assigning S. F. Walters to the Bly Mountain-Beatty project?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED

WEC:f

cc-Mr. R. H. Baldock

RECEIVED
AUG 23 1938
FOR [illegible]

RECEIVED
[illegible] 1938
STATE [illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

June 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Secondary project FAS 30-D (1), the Bly Mountain-Beatty section of the Klamath Falls-Lakeview Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
AUG 23 1938
FOR FILING

June 13, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Bly Mountain-Beatty Section, Project No. FAS 30-D (1). Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 39-B(1)

BLY MOUNTAIN-BEATTY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 13, 1938

Roadway (Sta. 934+10 to 1044+50)

5,000	cu. yds.	4½" - 2" Rock in Base	$ 1.30	$ 6,500.00
2,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	3,645.00
250	M-gal.	Sprinkling	1.50	375.00
2.09	miles	Preparation of Base	100.00	209.00
1,400	cu. yds.	Mineral Aggregate in Place	2.30	3,220.00
44	tons	SC-2 Road Oil in Binder Course	21.00	924.00
94	tons	SC-6 Road Oil in Place	23.00	2,162.00
26	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	624.00
			Subtotal	$ 17,659
			10% Engr. & Cont.	1,765
			Total	$ 19,424

Length	2.090 miles
Cost per mile	$ 9,293

FAS Funds Requested- -	$ 11,850
State Funds- -	7,574
	$ 19,424

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 30-B(1)

BLY MOUNTAIN-BEATTY SECTION OF THE KLAMATH FALLS-LAKEVIEW HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, June 13, 1938

Roadway (Sta. 934+10 to 1044+50)

5,000	cu. yds.	4½" - 2" Rock in Base	$ 1.30	$ 6,500.00
2,700	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.35	3,645.00
250	M-gal.	Sprinkling	1.50	375.00
2.09	miles	Preparation of Base	100.00	209.00
1,400	cu. yds.	Mineral Aggregate in Place	2.30	3,220.00
44	tons	SC-2 Road Oil in Binder Course	21.00	924.00
94	tons	SC-6 Road Oil in Place	23.00	2,162.00
26	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	624.00
			Subtotal	$ 17,659
			10% Engr. & Cont.	1,765
			Total	$ 19,424

Length 2.090 miles

Cost per mile $ 9,293

FAS Funds Requested- -	$ 11,850
State Funds- -	7,574
	$ 19,424

RECEIVED
AUG 23 1938
FOR FILING

[illegible]

June 14, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith five copies of interim certificate for Project No. FAS 30.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
AUG 23 1938
FOR FILING
[illegible]

June 4, 1938

Mr. B. G. Courtright, Superintendent
Klamath Indian Reservation
Klamath Agency, Oregon

Dear Sir:

In order that we may secure the approval of the Bureau of Public Roads for the use of Federal Lands money for the surfacing and oiling of the Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway, it is necessary that we secure a certified list showing the present status of the land as to Federal or private ownership. Will you please date the enclosed letter, cross out in ink the private lands, and then sign and return one of the enclosed lists to us in the next few days.

We propose to award the contract for the oiling and surfacing June 30. We need this certified list to accompany the plans to be submitted to the Bureau of Public Roads not later than June 10, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by E. Saling/MK

Encl.

UNITED STATES
DEPARTMENT OF THE INTERIOR
OFFICE OF INDIAN AFFAIRS

Klamath Indian Reservation
Klamath Agency, Oregon
June

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

This is to certify that the records of this office show the following lands to be unpatented and nontaxable Indian lands, subject to United States Government control:

T. 37 S., R. 11 E., W. M.
Section 11 - SW¼
" " - NW¼ SE¼
" " - NE¼
Section 2 - SE¼
" " - SE¼ NE¼
Section 1 - NE¼ Fee patent A1-270 Wm Harding
" " - NW¼ NE¼

T. 36 S., R. 11 E., W. M.
Section 36 - SE¼

T. 36 S., R. 12 E., W. M.
Section 31 - NW¼ SW¼ Lot 3 Fee patent A1-864
" 1-2 Fee patent A1-868
" " - W½ NW¼
" " - E½ NW¼
" " - NW¼ NE¼
Section 30 - SE¼
Section 29 - NW¼ SW¼
" " - NW¼
" " - NE¼
Section 20 - SE¼ SE¼
Section 21 - S½ SW¼
Section 28 - NE¼ NW¼
Section 21 - SW¼ SE¼
" " - NW¼ SE¼
" " - NE¼ SE¼
" " - SE¼ SE¼

Letter June 10 1939
(sent to BPR) from
Indian Agency

T. 36 S., R. 12 E., W. M. (con.)
Section 22 - NW¼ SW¼
" " - NW¼
" " - NE¼
Section 15 - SE¼ SE¼

Yours very truly,

B. G. Courtright
Superintendent

Cc J. W. Nash —

T[illegible] [illegible] Court[illegible]

JUN 6 193[illegible]

That is over Lands?

[illegible]

These X out are private

③

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

IOR

IRS

Klamath Indian Reservation
Klamath Agency, Oregon
October 21, 1937

Return to

Attention: Mr. S. H. Probert

s to certify that the records of this office
ng lands to be unpatented and nontaxable Indian
United States Government control:

T. 37 S., R. 11 E., W. M.

Sec. 11 - SW¼
" - NW¼ SE¼
" - NE¼
Sec. 2 - SE¼
" - SE¼ NE¼
Sec. 1 ~~- NW¼~~
" - NW¼ NE¼

T. 36 S., R. 11 E., W. M.

Sec. 36 - SE¼

T. 36 S., R. 12 E., W. M.

Sec. 31 - ~~NW¼ SW¼~~
" - ~~W½ NW¼~~
" - E½ NW¼
" - NW¼ NE¼
Sec. 30 - SE¼
Sec. 29 - NW¼ SW¼
" - NW¼
" - NE¼
Sec. 20 - SE¼ SE¼
Sec. 21 - S½ SW¼
Sec. 28 - NE¼ NW¼
Sec. 21 - SW¼ SE¼
" - NW¼ SE¼
" - NE¼ SE¼
" - SE¼ SE¼

③

UNITED STATES

DEPARTMENT OF THE INTERIOR

OFFICE OF INDIAN AFFAIRS

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

[illegible]
1472 + 70

8

Saling

Does this indicate that the entire section is across Indian Lands?

Those X out are private

everything

Klamath Indian Reservation
Klamath Agency, Oregon
October 21, 1937

Return to

k
gineer

Attention: Mr. S. H. Probert

s to certify that the records of this office
g lands to be unpatented and nontaxable Indian
United States Government control:

T. 37 S., R. 11 E., W. M.

Sec. 11 - SW¼
" - NW¼ SE¼
" - NE¼
Sec. 2 - SE¼
" - SE¼ NE¼
Sec. 1 - ~~NW¼~~
" - NW¼ NE¼

T. 36 S., R. 11 E., W. M.

Sec. 36 - SE¼

T. 36 S., R. 12 E., W. M.

Sec. 31 - ~~NW¼ SW¼~~
" - ~~W½ NW¼~~
" - E½ NW¼
" - NW¼ NE¼
Sec. 30 - SE¼
Sec. 29 - NW¼ SW¼
" - NW¼
" - NE¼
Sec. 20 - SE¼ SE¼
Sec. 21 - S½ SW¼
Sec. 28 - NE¼ NW¼
Sec. 21 - SW¼ SE¼
" - NW¼ SE¼
" - NE¼ SE¼
" - SE¼ SE¼

③

UNITED STATES

DEPARTMENT OF THE INTERIOR

OFFICE OF INDIAN AFFAIRS

RECEIVED
OCT 22 1937
OREGON
STATE HIGHWAY COMMISSION

List everything

Klamath Indian Reservation
Klamath Agency, Oregon
October 21, 1937

Return to

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert

Dear Sir:

This is to certify that the records of this office show the following lands to be unpatented and nontaxable Indian lands, subject to United States Government control:

T. 37 S., R. 11 E., W. M.

Sec. 11 - SW¼
" - NW¼ SE¼
" - NE¼
Sec. 2 - SE¼
" - SE¼ NE¼
Sec. 1 - ~~NW¼~~
" - NW¼ NE¼

T. 36 S., R. 11 E., W. M.

Sec. 36 - SE¼

T. 36 S., R. 12 E., W. M.

Sec. 31 - ~~NW¼ SW¼~~
" - ~~W½ NW¼~~
" - E½ NW¼
" - NW¼ NE¼
Sec. 30 - SE¼
Sec. 29 - NW¼ SW¼
" - NW¼
" - NE¼
Sec. 20 - SE¼ SE¼
Sec. 21 - S½ SW¼
Sec. 28 - NE¼ NW¼
Sec. 21 - SW¼ SE¼
" - NW¼ SE¼
" - NE¼ SE¼
" - SE¼ SE¼

T. 36 S., R. 12 E., W. M. (con.)

Sec. 22 - NW¼ SW¼
" - NW¼
" - NE¼
Sec. 15 - ~~SE¼ SE¼~~

Yours very truly,

B. G. Courtright
B. G. Courtright
Superintendent

FORM 9-AH 2M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

Const [illegible]

May 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

We are this date forwarding you, under separate cover, the following data pertaining to the proposed construction work on the BLY MOUNTAIN-BEATTY section of the Klamath Falls-Lakeview Highway:

2 Copies, Special Provisions
3 Copies, Engineer's Estimate
3 Copies, Revised Statement of Source of Materials
2 Copies, Typical Cross Sections
1 Direct Print, 400' = 1" Map, showing proposed Revisions
1 Blue Print Construction Profile, showing proposed excavation work.

Due to the short season, the late start and a saving to the contractor of $5,800.00 in haul (based at 10¢ per yard mile), we strongly recommend that the successful bidder be required to install two crushing plants, one at M. P. 25.84 and one at M. P. 32.21.

We have set September 30th as the closing date for oiling work and the specified completion date as November 30th. The contractor could complete the shoulder work and stockpiling of materials between these dates.

Field notes and cross sections have not been received at this office to date. Please advise if required.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R. H. Baldock ✓
Mr. J. B. Weaver

FORM 5-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

April 18, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED

Dear Sir:

As requested we are returning one copy Special Provisions and estimate for Bly Mountain-Beatty Section of the Klamath Falls-Lakeview Highway in order that they may be revised.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock ✓

FORM 9-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 19th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Your Project No. 1 modified to include more pit run talus topping has been selected for the 1938 project, to be let on April 28th, on the Klamath Falls-Lakeview Highway. I imagine that it will extend from Station 1230+75 to 1385. It is not considered advisable to extend it as far as Station 1430 as I do not believe that 6 inches of pit run topping is sufficient for the amount of log hauling. Neither do I consider that you will be able to salvage any suitable material. We have found these existing surfacings so full of objectionable clay filler that they are more of a detriment than a benefit, and the cost of removing, stockpiling and rehandling is far more than they are worth.

I would suggest at least 12 inches of topping.

Next year we will endeavor to appropriate sufficient money so that we can grade, surface and oil the entire section from Station 1555 to Station 1330.

Will you please have Burch send in some subgrade samples from the cuts within the present project.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

[illegible]

March 19th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. C. Smith

Dear Sir:

On the Bly Mountain-Beatty section of the Klamath Falls-Lakeview Highway we are forwarding the following statement.

New Road:

New Construction - 20' Oil Surface, Two 4" layers of key macadam - - Total 8"
This construction will be similar to the construction laid on the 12th Street, South Salem.

Old Road:

Using present grade, oiling will have to be only 18' wide, standard key macadam, using 4½" - 2" rock.

The specifications for the above will be in your office Monday morning, April 4th. We will be able to give you the descriptions of the property at an earlier date.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓
Mr. J. B. Weaver

CONTRACT# [redacted] 2096

FA 301-A(1) Sandy Boulevard Sec., 1938
Columbia River Hwy.

2096

RECEIVED
DEC 20 1939
FOR FILING

301-A

December 19, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of December 4, 1939, concerning the street car track areas within the limits of Federal Aid Projects 301-A, 301-B and the portion of Sandy Boulevard between the end of 301-B and the east city limits.

The following figures are reasonably accurate and may be used for computing the proportionate share of the $25,000.00 contributed by the traction company for paving the track areas on each of the three sections:

Section	Track Area Sq. Yds.	Percentage	Proportionate Share of $25,000.00 Contribution
Proj. No. FA 301-A	17,015	55.25%	$13,812.50
Proj. No. FA 301-B	11,636	37.78%	9,445.00
74th St. to City Limits	2,147	6.97%	1,742.50
	30,798	100.00%	$25,000.00

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

DEC 5 - 1939
POST OFFICE BUILDING
PORTLAND, OREGON

December 4, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon F.A.P. No. 301-A (1), Sandy Boulevard paving in Portland, and to our letter of September 25 in which we suggested that payment be claimed on the basis of the total participating cost.

We now have a letter from our Washington Office stating that the amount paid by the company is not considered as a contribution but as a cash payment to discharge its franchise obligation. Therefore, if the cost of the work within the track area was less than $25,000 the cost of such work should not be included as participating. If the cost of the work in the track area was more than $25,000, the $25,000 should be excluded from the participating cost.

We assume that it will be impossible to determine the cost of work within the track area, and that the full $25,000 deduction will, therefore, be required. However, we believe that it should be distributed over sections A and B, and that it may be reduced by the actual cost of work done in the track area east of 74th Avenue.

Since the street car line was a single track east of 65th Avenue, it may be that the proper distribution of cost would be on the basis of track area rather than length. Will you please advise as to the area of car track on each section (A and B) and also the cost of work performed within the track area beyond Section B, so that we can compute the portion of the $25,000 chargeable to each section.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#2096

RECEIVED
JAN 21 1939
FOR FILING

391-0-1

January 21, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2096, for the construction of the Sandy Boulevard Section of the Columbia River Highway in Multnomah County, has been completed by the contractors, Kern & Kibbe, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 31, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

For yourinformation we wish to advise that the total amount paid the above contractors in connection with this contract will be $106,433.14, including the final payment. Ofthis amount $83.10 was for force account work.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM [illegible] 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

W. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JAN 17 1939
FOR FILING

January 16, 1939

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

With further reference to submitting constructed line map and profile for the Sandy Blvd. project, wish to advise that we are sending you under separate cover a set of direct prints Federal Aid Plans for this project.

These direct prints are two scale and believe that they can be traced almost as easily as the original tracings, and Mr. Skelly did not like to send the Federal Aid tracing sheets to the field.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
C. B. McCullough

FORM 5-S-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible], SECRETARY

RECEIVED
JAN 9 1939
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JAN 9 - 1939
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

January 7, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Received Mr. Low's letter of January 5th concerning the final construction map for Sandy Boulevard. The white print was submitted as a construction map after securing approval from yourself and Mr. Probert. However, we will prepare a tracing for the construction map. From this the City of Portland can be given a print. The easiest way to prepare this tracing will be to have the Federal Aid sheets.

We can make a continuous roll with the map above and the profile below. The tracing will be better to work from than the white print we have. If you will send us the Federal Aid tracing, I will have this construction map made and will return the tracing as soon as we are through with them.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. . McCullough

FORM 8-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

January 5, 1939.

Mr. E. A. Collier,
Division Engineer,
9200 S. E. McLoughlin Blvd.,
Portland, Ore.

NOTED
State Highway Engineer

Dear Sir:

We have just received as final records one set of white prints of Federal Aid sheets for the Sandy Blvd., section 15th Ave. to 44th Ave., which are to be used as a constructed line map and profile for this section. These sheets have been folded and are wrinkled and cannot be used as a part of the final records for this project. If someone in the future would wish a print of the constructed line profile it would be impossible to make a print from these sheets. On all projects it is absolutely necessary that a profile tracing be submitted and also a constructed line map such as referred to in our recent letter on the St. Helens-Warren Section.

However, since this project is within the city limits it is not as necessary to have a separate detail construction map as it is on other projects. However we must have some sort of final constructed line map and the method used b A. B. Dean on the Clinton St.-Foster Road Section of 82nd Ave., would answer the purpose very well. In this case he used a full width tracing cloth and placed the alignment and detail work at the top of the tracing and the lower part for the profile data which is shown on the standard constructed line profiles, quantity distribution, culverts, etc.

Under separate cover we are returning the Federal Aid sheets which were sent in - also a direct print of Mr. Dean's profile and map for the Clinton St.-Foster Road project and request that this form be used in working up the constructed line profile and map for the Sandy Blvd. Section.

not
It is/necessary that this be submitted immediately or take precedent over other important work, but it should be submitted as early as possible in order that our construction records will be complete.

Yours very truly,
R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H
CC to
C. B. McCullough

R. H. Baldock

NOT
C. D. McC

December 28th, 1938

COST ANALYSIS-FINAL REPORT

Columbia River Highway, Sandy Boulevard, 1.79 Miles Paving
Contract 2096, Prefix 26-1136
Kern & Kibbe, Contractors
F. T. Young, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing and Grubbing	$269.75				$500.00
Excavation, Single Class	2,642.05	1,822.1 cu. yd.	1.45	1.10	2,004.31
Removal of Old Pavement	5,704.90	16,779.1 sq. yd.	0.34	0.30	5,033.73
Chiseling Base Course Concrete	6,185.00	13,455.8 sq. yd.	0.46	0.54	7,266.13
Cutting Concrete Walks & Aprons	377.85	6,297.9 lin. ft.	0.06	0.08	503.83
Removal of Concrete Walks & Aprons	2,322.00	3,870.2 sq. yd.	0.60	0.50	1,935.10
Removal of Curbs	1,441.70	12,014.4 lin. ft.	0.12	0.07	841.01
Adjusting Manholes	217.70	35 each	6.22	3.00	105.00
Adjusting Catch Inlets	9.00	3 "	3.00	3.00	9.00
Catch Basin Replacement	864.60	33 "	26.20	30.00	990.00
Concrete Curbs	3,263.18	195.43 cu. yd.	16.70	18.00	3,517.74
Concrete Sidewalks	1,020.60	485.8 sq. yd.	2.10	1.80	874.44
Concrete Driveway Aprons	1,956.15	931.5 sq. yd.	2.10	1.60	1,490.40
Sand Cushion	46.20	33 cu. yd.	1.40	1.00	33.00
Portland Cement Concrete Pavement	12,314.00	6,156.79 sq. yd.	2.00	1.75	10,774.38
Portland Cement Concrete Base	19,057.36	2,870.76 cu. yd.	6.64	8.50	24,401.46
3/4" Expansion Joints	5.20	26 lin. ft.	0.20	0.17	4.42
1/2" " "	351.60	2,344 " "	0.15	0.15	351.60
Contraction Joints	61.25	2,055 " "	0.03	0.03	61.25
Dowels	566.38	3,146 each	0.18	0.15	471.90
Class "B" Asphaltic Concrete	26,956.35	6,495.5 tons	4.15	4.50	29,229.75
Cutback Asphalt Wearing Surface	15,096.65	3,637.75 tons	4.15	4.50	16,369.88

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
FA #1 Burning Asphaltic Conc.					$83.63
PA #1 Cement Adjustment 44.02 Bbls. at $1.70					+ 74.83
	$100,729.37				$106,927.19

Gross Revenue	$106927.19	
Total Cost	100729.37	
Net Profit	6197.92	or 5.7%

Contract 2096

Detail of Cost

Labor:			
Supervision		$2,348.90	
Labor		19,023.10	
State Industrial Accident Insurance	5.25%	1,099.87	
Unemployment Insurance	3%	640.77	
Social Security	1%	213.72	
Liability Insurance	1.095%	230.21	$23,556.57
Material:			
Readymix Concrete	2,846 cu. yd. at 4.84	$13,774.64	
" "		9,370.55	
Expansion & Contraction Joints		268.00	
Dowels & Sleeves		279.74	
8" Concrete Pipe		35.46	
Iron Grates for Catch Basins		99.20	23,827.59
Equipment Rental, Supplies and Miscellaneous:			
Equipment Rental		$2,285.00	
Hired Trucks including Driver, Gas, Oil & Grease		3,174.26	
Gas, Oil and Grease		1,203.38	
Form Lumber		396.52	
Burlap for Curing		400.43	
Misc. Supplies		1,400.95	
Team		18.00	
Bond		1,069.27	
Property Damage & Liability Insurance		239.40	
Home Office and General Overhead		2,625.00	12,812.21
Work Done by Cascade Construction Co.:			
Class "B" Asphaltic Concrete	6,495.5 tons at 4.00	$25,982.00	
Cutback Asphalt in Wearing Surface	3,637.75 " " 4.00	14,551.00	40,533.00
Cost Grand Total			$100,729.37

Contract 2096

REMARKS:

This contract was bid July 21st, and awarded July 25th, 1938. Work was started August 2nd, and the project was completed October 19th, 1938. An extension of 19 days was required as heavy traffic hampered progress, and the contractor was unable to finish on the completion date of September 30th.

The work consisted of widening and resurfacing Sandy Boulevard from 15th Street to 44th Street, a distance of 1.79 miles. The curbs were removed, sidewalks cut back and the old pavement between the streetcar tracks was removed. New sidewalks, curbs, pavement widening strips and pavement between streetcar tracks were constructed of Portland Cement concrete. Asphaltic concrete was used to surface between the concrete pavement widening strips including the area over the streetcar tracks. The track rails were left in place and are now buried in the pavement.

The contractor organized his work to avoid interference with the traffic and business houses as far as possible. Two 8-hour shifts per day were worked where and when practical. An average crew of 146 men were employed during the peak of construction. The work was rushed in an effort to meet the completion date. Only 10 weeks were allowed for the construction, which was a very limited time for the vast amount of work required.

The excavation consisted chiefly of common located between the curb and sidewalk. About 50% of the excavation was done with hand labor, shoveling into trucks. A 1-yard Skimmer shovel was used where practical. The material was hauled about 1½ miles and wasted.

The brick pavement between and alongside the street car tracks was removed with a 1-yard Skimmer shovel and with hand labor. The brick was loaded into trucks and hauled to a woodyard where they will be picked over and the good brick will be salvaged. Due to the rails being in the way, progress was slow, and the shovel, 4 trucks and 4 laborers averaged only about 80 square yards of pavement removal per hour.

Chiseling out the concrete base course beneath the brick to the top of the streetcar track ties was done with chisel bits used in jackhammers. A crew of 18 men with 2 compressors, 6 jackhammers and 1 service truck chiseled an average of about 200 lineal feet 16-foot wide in 8 hours, an average of about 44 square yards per hour. The chip or broken pieces were shoveled into a windrow and were then picked up with a 1 cu. yd. Skimmer shovel and hauled 1½ miles to the dump.

The concrete walks and aprons were cut back with chisel bits used in jackhammers. One man with a jackhammer averaged about 40 lineal feet of cutting per hour.

The curbs and sidewalks removed were broken up with jackhammers then loaded into trucks either by hand labor or with a 1 cu. yd. Skimmer shovel. About half of the curbs and sidewalks removed were loaded into trucks by hand labor which increased the cost.

All the Portland Cement concrete work was layed with ready mix concrete which was purchased from Harold Blake's Albina plant. High early strength Portland Cement was used so that traffic would not be inconvenienced any longer than necessary.

Remarks - Continued.

The concrete pavement (widening strips) were from 2' to 5' wide and required much hand labor which increased cost. The curbs and patching of sidewalks also required a lot of labor, and the cost is high. The concrete base 16' wide between the streetcar tracks was layed at the rate of about 27 cu. yds. per hour. Very little finishing was required, and good progress was made at a low cost.

The Cascade Construction Company did the asphaltic concrete paving for $4.00 per ton. The Kern & Kibbe paving plant was used to do the mixing. The paving was started September 1st, and was not completed until October 18th. During this period the plant operated 37 days at an average of 5½ hours per day and produced an average of 274 tons per day. Heavy traffic delayed progress and increased cost.

This contract was handled quite efficiently and shows a fair profit. In order to avoid union trouble the untion wage scale was paid. Common labor received 62½ cents per hour instead of 50 cents. The labor cost was about 20% higher than was originally anticipated which reduced the profit about $4,500.00. Also, it was necessary to put on a large crew and rush the job to completion before rainy weather started which increased cost.

E. H. Clymer
Cost Analyst

RECEIVED
DEC 21 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

December 15, 1938

301-A-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 301-A (1), Sandy Boulevard in Portland ______, was made by a representative of this office on November 22, 1938.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By J Lissner
J. Lissner
Asst. Highway Engineer

RECEIVED
DEC 19 1938
STATE HIGHWAY COMMISSION

RECEIVED
DEC 21 1938
FOR FILING
301-11-1

July 26, 1938

Treas. Rec. # 163047

Hon. Rufus C. Holman
State Treasurer
Capitol Building
Salem, Oregon

Dear Sir:

Attached is Portland Traction Company check No. 5132 on the First National Bank of Portland, in our favor, for the sum of $25,000.00.

This represents that company's agreed share in construction cost of widening and repaving Sandy Boulevard between 15th and 45th Avenues, City of Portland, Oregon.

Kindly credit this amount to the state highway fund as railroad cooperation.

Very truly yours,
R. H. BALDOCK
State Highway Engineer
By
Bookkeeper

RECEIVED
DEC 9 1938
FOR FILING

Mr. Glanzer

City Engineer Apperson has requested a copy of the Commission minutes covering the change in plans for the Sandy Blvd. Project whereby the width between curbs, from 39th Ave. to 43rd Ave. is to be 56 feet instead of 60 ft.

Geo Parkhurst.

July 27th

RECEIVED
DEC 7 1938
FOR FILING
301-a-1

December 6, 1938

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Seattle, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Kern & Kibbe on Contract No. 2096, Sandy Boulevard Section of the Columbia River Highway in Multnomah County. This payment will be made on or after December 16, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 8 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124

Oregon FAP 301-A (1)
Sandy Boulevard in Portland.

December 6, 1938

301-a-1

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

A+pr. 36563

Form P. R. 2

State Oregon

Federal Aid Project No. 301-A (1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 25th day of October, 1938

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 29th day of June, 1938, a project statement, which was approved by the Secretary on the 11th day of July, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A (1) of said project which were recommended for approval by the United States District Engineer on the 6th day of July, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of seventy thousand, three hundred eighty and no/100 dollars ($70,380.00) as the share of the United States payable under said act on account of Section A (1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, (Include date and citation of laws 1931. act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1+50 near NE 15th Ave., and survey station 96+21 at NE 44th Ave., all on NE Sandy Boulevard in Portland

, length 1.793 miles, in Multnomah County, being Section A (1) of Oregon Federal Aid project No. 301, consisting of 1.793 miles of roadway and no bridges, e~~ach~~ of more than 20 feet clear span, . of ~~a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A (1) of said project shall not in any event exceed the sum of seventy thousand, three hundred eighty and no/100 dollars ($70,380.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred fifteen thousand, three hundred seventy-six and no/100 dollars ($115,376.00), the approved total estimated cost of Section A (1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927; Chap. 88, laws 1931.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of NOV 22 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L Tou Velle
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

RBM

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 2—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as ~~p~~ Federal Aid Project No. 301-A, (1) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 115,376.00 as the total estimated cost of said project, and the sum of $ 70,380.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of NOV 22 1938 one thousand nine hundred and *thirty-eight*

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4020

FORM 5-3-1 500 6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
DEC 7 1938
FOR FILING

301-11-1

December 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Herewith Price Agreement No. 1 to cover cement adjustment on Sandy Boulevard, Contract No. 2096. All other final records for this contract were sent in about ten days ago.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:MB
cc: Mr. R. H. Baldock
Mr. S. H. Probert

FORM 5-8-1 500 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
DEC 7 1938
FOR FILING

301-a-1

December 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. S. H. Probert

Dear Sir:

Herewith bills for engineering account time overrun on Sandy Boulevard and a letter from Mr. F. T. Young making certain changes. I would suggest you prepare new bills. There may be a policy of not charging for plant inspectors.

Very truly yours,

DIVISION ENGINEER
E. A. COLLIER

EAC:MB
cc: Mr. R. H. Baldock

Form 338—5M—12-36

301-a-1

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending November 26,1938, 193

Section Sandy Boulevard

Kind of work Paving

Highway Columbia River

Section prefix 26 1136

Contractor Kern & Kibbe

Contract number 2096

Date of contract July 25,1938, 193

Date of completion Sept.30,1938, 193

Date work started August 2,1938, 193

Estimated date of completion Oct.19,1938, 193

Amount of contract $ 104,889.50

Per cent of time elapsed 128 %

Estimated cost of completed project, exclusive of engineering Final Estimate $ 110,959.36

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5300, %

Date project was completed Oct.19,1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate for this project completed and delivered to Division Engineer E.A.Collier on the 25th.

NOTED
H. G. SMITH

RAY WEBBER

NOTED
VAN SCOY

Signed F.T.Young

Address Portland,Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	Asphalt OIL AND BITUMINOUS MACADAM	Concrete PAVING
Miles in project				1.79	1.79
Miles partially completed					
Miles completed				1.79	1.79
Total estimated quantities					
Estimated quantities moved or placed to date				10,133	6,157
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	.... COUNTY	.... COUNTY	.... COUNTY	.... COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 9-8-1 2M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

16 16

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
NOV 29 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

Mr R H Baldock
State Highway Engineer
Salem Oregon

Attention Mr H G Smith

Dear Sir;

Herewith a bill prepared by Kern and Kibbe to cover their cost of cleaning up the excess brown sand or top seal on Sandy Blvd which they claim should be allowed them as an extra work item. This amounts to $ 804.00.

The specification for top seal is on page 20 of the special provisions and no mention is made of cleaning up the excess but this must be done on all jobs where pavement extends to the curbs. I have never paid a contractor for this cleaning up. On page 6 of the standard specifications under final cleaning up it appears to be covered by the words " the contractor shall cleanup and remove from the right of way all surplus and discarded materials ---- and shall leave the highway in a neat and orderly condition---."

It appears to me the claim should not be allowed but I await your advise concerning this item on similar jobs elsewhere.

Very Truly Yours

E A Collier
Division Engineer

cc Mr R H Baldock

RECEIVED
NOV 30 1938
FOR FILING
301-A-1

November 29th, 1938

Kern & Kibbe
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

I have noted your claim in the amount of $204.08 to cover the cost of cleaning up the excess brown sand or top seal on Sandy Boulevard, which you have submitted as an extra work item. Work of such nature has always been considered to be covered in the standard specifications on page 6, where it states:

"The contractor shall clean up and remove from the right of way all surplus and discarded materials——and shall leave the highway in a neat and orderly condition——."

For instance, on oiling jobs, it is always required of the contractor that he broom the surplus screenings from the roadway, and it seems to me that this is a very similar condition.

I must recommend, therefore, that the claim is covered in the contract and is not proper to be considered as an extra work item.

Very truly yours,

State Highway Engineer

R

RM 2-8-1 2M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. MCLOUGHLIN
PORTLAND, OREGON

Mr R H Baldock
State Highway Engineer
Salem Oregon

Attention Mr H G Smith

Dear Sir;

Herewith a bill prepared by Kern and Kibbe to cover their cost of cleaning up the excess brown sand or top seal on Sandy Blvd which they claim should be allowed them as an extra work item. This amounts to $ 204.08.

The specification for top seal is on page 30 of the special provisions and no mention is made of cleaning up the excess but this must be done on all jobs where pavement extends to the curbs. I have never paid a contractor for this cleaning up. On page 6 of the standard specifications under final cleaning up it appears to be covered by the words " the contractor shall cleanup and remove from the right of way all surplus and discarded materials ----- and shall leave the highway in a neat and orderly condition--."

It appears to me the claim should not be allowed but I await your advice concerning this item on similar jobs elsewhere.

Very Truly Yours

E A Collier

E A Collier
Division Engineer

cc Mr R H Baldock

See [illegible]

KERN & KIBBE
42 SOUTHEAST SALMON STREET
PORTLAND, OREGON

October 31, 1938

OREGON STATEHIGHWAY COMMISSION,

TO

KERN & KIBBE Dr.

Cost of cleaning up sand on Sandy Boulevard

Labor	September		35.51	
Labor	October		33.68	69.19
Truck Drivers	September		12.00	
Truck Drivers	October		10.15	22.15
Power Broom Oper	September		3.15	
Power Broom Operator	October		7.20	10.35
				101.67
Liability Ins.	1.12			
State Ind. Tax	5.39			
State Unemployment	2/77			
Federal Unemployment	.31			
Social Security	1.03			10.62
				112.29
Plus 15%				16.84
				129.13
Use of Ford Trucks				
September	16.hrs			
October	13½ "			
	29½ "	@ 1.25	36.88	
Use of Power Broom				
September	3½ "			
October	8 "			
	11½ "	@ 3.00	34.50	71.38
Plus 5%				3.57
				204.08

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

PAY ROLL

JOB Sandy Blvd - 15th To 44th
(Give only the principal job if there are more than one)

No.	NAME Occupation	Job Prefix	Account No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
	LABOR- CLEAN-UP SAND																										
	M. DINUCCI (FOREMAN)	#2096																									
	D. CARONE (LABOR)																										
	T. LAVERES "																										
	H. TOBIASON "																										
	A. MELTON "																										
	S. NICKERSON "																									3	
	J. POSTERIO "																										
	H. MORRIS "																									3	
	A. KLIEN "																										
	A. MARTELLO "																										
	N. GERBICH "																										
	A. ADAMS "																										
	V. SCARCI "																										
	C. AMEN (TRUCK DRIVER)																									3½	
	J. BECKER "																										
	GUS JOHNSON "																										
	R. HENDERSON (POWER BROOM DRIVER)																										

Time and rate of pay correct: (Signatures to appear on each and every sheet)

Timekeeper, Clerk or Patrolman

Engineer or Other Person in Charge

Instructions—Submit two copies for the Salem O
are allowed in addition to rates shown, so state in
Unless the rate is given as "with expenses", it will
the rate is flat, and bill for board and lodging will

AY ROLL

MONTH OF September, 1938

(than one)

To be left blank.
Voucher No.
Sheet No.

To be filled in.
Sheet No.
Total No. of Sheets

7	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total Days Hours	Rate	Amounts	Gross Amount Earned	Deductions				Net Amount Due	Time Statement No.	Field Check No.
																			Board and Supplies	N. H. A. Premiums	Ins.	Total			
							3								3	Per Hour 1 00	3 00								
							3								3	.62½	1 88								
							2½								2½	"	1 56								
							3								3	"	1 87								
							3								3	"	1 88								
					3		6								9	"	5 63								
							3								3	"	1 88								
					3		6		2½						11½	"	7 19								
							2½								2½	"	1 56								
							3		2½						5½	"	3 44								
							3								3	"	1 87								
							3								3	"	1 88								
							3								3	"	1 87	35 51							
					3½		5¼		2½						11¼	.75	8 44								
							3¼								3¼	"	2 44								
							1½								1½	"	1 12	12 00							
							3½								3½	.90	3 15	3 15				50 66			
															Totals										
															To be left blank										

copies for the Salem Office. If expenses
rates shown, so state in "Rate" column.
"with expenses", it will be assumed that
board and lodging will not be honored.

OREGON STATE HIGHWAY COMMISSION
SALEM, OREGON

PAY ROL

JOB Sandy Blvd - 15th T. 44th
(Give only the principal job if there are more than one)

[illegible]

No.	NAME Occupation Labor - Clean-Up Sand	Job Prefix	Account No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	M. Dinucci (Foreman)	#2096																								
	D. Carone (Labor)																									
	T. Laveres "																									
	H. Tobinson "																									
	A. Melton "																									
	S. Nickerson "																									3
	J. Posterio "																									
	H. Morris "																									3
	A. Klien "																									
	A. Martello "																									
	N. Gerbich "																									
	A. Adams "																									
	V. Scheci "																									
	C. Amen (Truck Driver)																									3½
	J. Becker "																									
	Gus Johnson "																									
	R. Henderson. (Power Broom Driver)																									

Time and rate of pay correct: (Signatures to appear on each and every sheet)

Timekeeper, Clerk or Patrolman

Engineer or Other Person in Charge

Instructions—Submit two copies for the Salem Offic
are allowed in addition to rates shown, so state in "
Unless the rate is given as "with expenses", it will b
the rate is flat, and bill for board and lodging will

AY ROLL

an one) MONTH OF September, 1938

To be left blank.	
Voucher No.	
Sheet No.	

To be filled in.	
Sheet No.	
Total No. of Sheets	

18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total Days Hours	Rate	Amounts	Gross Amount Earned	Deductions				Net Amount Due	Time Statement No.	Field Check No.
																		Board and Supplies	N. H. A. Premiums	Ins.	Total			
						3								3	Per Hour 1 00	3 00								
						3								3	62½¢	188								
						2½								2½	"	156								
						3								3	"	187								
						3								3	"	188								
				3		6								9	"	563								
						3								3	"	188								
				3		6		2½						11½	"	719								
						2½								2½	"	156								
						3		2½						5½	"	344								
						3								3	"	187								
						3								3	"	188								
						3								3	"	187	3551							
				3½		5¼		2½						11¼	.75	844								
						3¼								3¼	"	244								
						1½								1½	"	112	1200							
						3½								3½	.90	315	315				50 66			
														Totals										
														To be left blank										

opies for the Salem Office. If expenses
es shown, so state in "Rate" column.
with expenses", it will be assumed that
oard and lodging will not be honored.

OREGON STATE HIGHWAY COM S N
SALEM, OREGON

PAY RO

JOB SANDY BLVD - 15TH T. 44TH
(Give only the principal job if there are more than one)

No.	NAME Occupation	Job Prefix	Account No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	LABOR - CLEAN-UP SAND																									
	M. DINUCCI (FOREMAN)	#2096																			1	2	3½			
	T. LAUERES (LABOR)						1½														1	——				
	H. MORRIS "						1½														1	——				
	A. MARTELLO "						1½														1	2	2			
	V. SCARCI "																				1	2	2			
	N. GERBICH "																				1	2	6½			
	A. KLIEN "																					2	3			
	J. POSTERIO "																					2	6½			
	D. CARONE "																					2	2			
	J. BECKER (TRUCK DRIVER)						1½																1½			
	C. AMEN "																				2	2				
	R. HENDERSON "																						6½			
	R. HENDERSON (POWER BROOM DRIVER)																				4	4				

Time and rate of pay correct: (Signatures to appear on each and every sheet)

Timekeeper, Clerk or Patrolman

Engineer or Other Person in Charge

Instructions—Submit two copies for the Salem Offic
are allowed in addition to rates shown, so state in "
Unless the rate is given as "with expenses", it will be
the rate is flat, and bill for board and lodging will n

AY ROLL

MONTH OF October, 1938

(han one)

To be left blank.
Voucher No.
Sheet No.

To be filled in.
Sheet No.
Total No. of Sheets

18	19	20	21	22	23	24	25	26	27	28	29	30	31	Total Days Hours	Rate	Amounts	Gross Amount Earned	Deductions: Board and Supplies	Deductions: N. H. A. Premiums	Deductions: Ins.	Deductions: Total	Net Amount Due	Time Statement No.	Field Check No.
2	3½													6½	Per Hour 1⁰⁰	6 50								
—	—													2½	62½	1 56								
—	—													2½	"	1 56								
2	2													6½	"	4 06								
2	2													5	"	3 13								
2	6½													9½	"	5 94								
2	3													5	"	3 12								
2	6½													8½	"	5 31								
2	2													4	"	2 50	33 68							
	1½													3	75	2 25								
2														4	75	3 00								
	6½													6½	.75	4 88	10 13							
4														8	.90	7 20	7 20				51 01			

pies for the Salem Office. If expenses
shown, so state in "Rate" column.
th expenses", it will be assumed that
ard and lodging will not be honored.

Totals

To be left blank

OREGON STATE HIGHWAY CO[illegible]I[illegible]ON
SALEM, OREGON

PAY ROL

JOB Sandy Blvd - 15th T. 44th
(Give only the principal job if there are more than one)

No.	NAME Occupation Labor - Clean-Up Sand	Job Prefix	Account No.		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
	M. Dinucci (Foreman)	#2096																			1	2	3½			
	T. Laveres (Labor)						1½														1	—	—			
	H. Morris "						1½														1	—	—			
	A. Martello "						1½														1	2	2			
	V. Scarci "																				1	2	2			
	N. Gerbich "																				1	2	6½			
	A. Klien "																					2	3			
	J. Posterio "																					2	6½			
	D. Chrone "																					2	2			
	J. Becker (Truck Driver)						1½																1½			
	C. Amen "																				②	2				
	R. Henderson "																						6½			
	R. Henderson (Power Broom Driver)																				4	4				

Time and rate of pay correct: (Signatures to appear on each and every sheet)

Timekeeper, Clerk or Patrolman

Engineer or Other Person in Charge

Instructions—Submit two copies for the Salem O
are allowed in addition to rates shown, so state in
Unless the rate is given as "with expenses", it will
the rate is flat, and bill for board and lodging will

Y ROLL

MONTH OF October, 1938

To be left blank.
Voucher No.
Sheet No.

To be filled in.
Sheet No.
Total No. of Sheets

one)

19	20	21	22	23	24	25	26	27	28	29	30	31	Total Days Hours	Rate	Amounts	Gross Amount Earned	Deductions: Board and Supplies	Deductions: N. H. A. Premiums	Deductions: Ins.	Deductions: Total	Net Amount Due	Time Statement No.	Field Check No.
3½													6½	Per Hour 1 00	6 50								
													2½	62½	1 56								
													2½	"	1 56								
2													6½	"	4 06								
2													5	"	3 13								
6½													9½	"	5 94								
3													5	"	3 12								
6½													8½	"	5 31								
2													4	"	2 50	33 68							
1½													3	75	2 25								
													4	75	3 00								
6½													6½	.75	4 88	10 13							
													8	90	7 20	7 20				51 01			

pies for the Salem Office. If expenses
s shown, so state in "Rate" column.
ith expenses", it will be assumed that
oard and lodging will not be honored.

Totals	
To be left blank	

RECEIVED

301-[illegible]-1

Inman-Poulsen Lumber Co.
Oregon Pine Lumber
ANNUAL CAPACITY 225 MILLION FEET.

RECEIVED
[illegible] 15 1938
STATE HIGHWAY COMMISSION

Portland, Oregon
November 14th, 1938.

State Highway Commission,
Salem, Oregon.

Gentlemen.

Please disregard my letter of November 12th regarding material furnished to Kern and Kibbe for the widening of Sandy Boulevard in Portland, Oregon.

This amount has been paid.

Yours very truly,
INMAN-POULSEN LUMBER CO.

Credit Manager.

GMV/hk

#2096

301-Q-1

Inman-Poulsen Lumber Co.
Oregon Pine Lumber
ANNUAL CAPACITY 225 MILLION FEET.

[illegible] 1938 [illegible]

Portland, Oregon
November 12, 1938

State Highway Commission,
Salem, Oregon.

Gentlemen.

Will you please advise us the present status of payments to contractors on the widening and paving of Sandy Boulevard in Portland, Oregon. Also, what is the name of Bonding Company covering such contractors?

We furnished material amounting to $387.82 to Kern and Kibbe and would like to find out when they will be paid so that they can pay us.

Yours very truly,
INMAN-POULSEN LUMBER CO.

V.m

[illegible]
[illegible] 11-14-38 –

FORM 9-6-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 12th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

301-A-1

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Will you kindly concur in an extension of time to Kern & Kibbe on their Sandy Boulevard Contract No. 2096, F.A.P. 301-A(1), from September 30th to October 19th, with engineering costs assessed against the contractor for that period.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AB

cc to: R. H. Baldock ✓

FORM 5-8-1 3M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
9200 S. E. McLOUGHLIN
PORTLAND, OREGON

301-A-1

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. B. Glaisyer

Dear Sir:

Kern & Kibbe have requested an extension of time on their Sandy Boulevard contract, No. 2096. The specified date of completion was September 30th and the actual date of completion was October 19th. This contract was awarded July 25th, which made the time very short in which to complete the job. The contractor completed the widening, the construction of curbs, the concrete base and most of the other work within the time limit, except placing the asphaltic resurface. The contractor followed substantially the plan set forth in the Special Provisions for resurfacing the street in strips for handling traffic, but found himself handicapped considerably by the large amount of traffic.

On September 17th, I urged Mr. Kibbe to put on two shifts, in order to complete the work on time, but he thought it impossible to secure much faster progress with a second shift, on account of traffic and shortage of aggregate.

In general, traffic was handled in good shape, but there was, of course, some inconvenience and the delay in completion date did cause inconvenience to traffic and some increased expense to the state for engineering. The contractor has finished up a good job and received complimentary notice in the Portland Shopping News for so handling the reconstruction as to inconvenience only slightly both traffic and business.

In view of these circumstances, I recommend extension be granted and in accordance with circular letter No. 80, the engineering penalty is to be charged.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

F. A. P. 301-A(1)

EAC:FR
cc R. H. Baldock ✓
H. G. Smith

Original date of completion was Sept. 30, 1938

This extension will make the completion date Oct. 19, 1938

#2096

FORM 9-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

KERN & KIBBE

November 4th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

301-11-1

Mr. E. A. Collier
Division Engineer
State Highway Dept.
9200 S. E. McLoughlin Blvd.
Portland, Oregon

Dear Sir:

I am returning to you the request for an extension of time to Kern & Kibbe on their Sandy Boulevard Contract No. 2096, as your recommendation is not in accordance with circular letter #80 setting forth the reasons for extensions of time.

This matter was discussed for several months by the Highway Commission and the Bureau of Public Roads, and it is useless to argue further concerning the fairness or unfairness of this reasoning. The contractors must expect to pay engineering expenses between their expiration date and the actual date of completion unless the overrun in time is caused by the State Highway Department, as stated in the aforementioned circular letter. It leads to some confusion in the records and a chance for over-payment where an illogical recommendation is made by the Division Engineer, as it may be several weeks before we receive the disapproval of the Bureau of Public Roads.

In the future, therefore, please keep your recommendations strictly in line with instructions.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

#2096

RECEIVED
[illegible]
FOR [illegible]

301-A-1

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

RECEIVED
[illegible] 31 1938
STATE HIGHWAY COMMISSION

October 29, 1938

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:-

We are enclosing a request for an extension of time on our contract for the improvement of Sandy Boulevrad, with concent of Surety appended.

Yours truly,

KERN & KIBBE

G E Kibbe
G. E. Kibbe

G
E
K
:
M

October 26, 1938

KERN & KIBBE
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

Reference is made to your letter of October 18 requesting an extension of time to October 17 on your contract No. 2096, Sandy Boulevard Section, in Multnomah County.

You are advised that, according to our records, this contract was not completed until October 19. Will you please submit a new application for an extension of time to this latter date, together with the consent of your surety on the bond.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - E. A. Collier

October 20, 1938

Mr. R. A. Collier
Division Engineer
State Highway Department
Weatherly Building
Portland, Oregon

Dear Mr. Collier:

We are handing you herewith copy of a letter from Kern & Kibbe requesting an extension of time to October 17 on their contract No. 2096, Sandy Boulevard Section. Please advise your recommendation.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2096

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

October 18, 1938

Oregon State Highway Commission,
Salem,
Oregon.

Gentlemen:-

It is requested that the time for completion of the paving of Sandy Boulevard be extended to October 17, 1938.

We were successful in making good time with the preliminary work but were handicapped in laying the pavement on account of the Portland Railway Busses.

We considered putting on a second shift but had to give up the plan as we found it necessary to stagger one shift during the day in order to handle the traffic.

It is our opinion the time was very short for doing this work under the traffic conditions.

Yours truly,

KERN & KIBBE

G E Kibbe
G. E. Kibbe

File.
New application for extension to Oct. 19th filed in contract.

October 19, 1938.

The Maryland Casualty Company, surety on the bond of Kern & Kibbe for the paving of the Sandy Boulevard hereby consents to an extension of time for the completion of the same to October 17, 1938.

G
E
K
:
M

MARYLAND CASUALTY COMPANY

By A. Van R. Schermerhorn
Attorney-in-Fact.

AVRS:FT

FORM 5-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
9200 S. E. McLoughlin

RECEIVED
OCT 26 1938
FOR FILING
301-11-1

RECEIVED
28 1938
STATE HIGHWAY COMMISSION

26-11.3

October 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. B. Glaisyer

Dear Sir:

Kern & Kibbe have requested an extension of time on their Sandy Boulevard contract, No. 2096, The specified date of completion was September 30th and the actual date of completion was October 19th. This contract was awarded July 25th, which made the time very short in which to complete the job. The contractor completed the widening, the construction of curbs, the concrete base and most of the other work within the time limit, except placing the asphaltic resurface. The contractor followed substantially the plan set forth in the Special Provisions for resurfacing the street in strips for handling traffic, but found himself handicapped considerably by the large amount of traffic.

On September 17th, I urged Mr. Kibbe to put on two shifts, in order to complete the work on time, but he thought it impossible to secure much faster progress with a second shift, on account of traffic and shortage of aggregate.

In general, traffic was handled in good shape, but there was, of course, some inconvenience and the delay in completion date did cause inconvenience to traffic and some increased expense to the state for engineering. The contractor has finished up a good job and received complimentary notice in the Portland Shopping News for so handling the reconstruction as to inconvenience only slightly both traffic and business.

In view of these circumstances, I recommend the extension be granted without penalty on the grounds of a very short working period and of a material delay and interference occasioned by the heavy traffic on this street.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC#DP
CC R. H. Baldock
H. G. Smith

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
OCT 14 1938
OREGON
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 301-A (1)
Sandy Blvd. section
Columbia River Highway

October 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

FORM 2-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 21 1938
FOR FILING
[illegible]

605 Weatherly Bldg.
September 19, 1938

RECEIVED
SEP 20 1938
OREGON
STATE HIGHWAY COMMISSION

NOTED
Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Herewith I am returning Mr. Lintner's letter of September 16th, concerning Sandy improvement project.

The contractor had the misfortune to burn out one of his main motors Saturday morning, so that he was unable to work his 48 hours.

To date, the contractor has been working one eight-hour shift, placing asphaltic concrete. Excluding the first part-day's run, he has worked eleven days, including September 16th, and placed an average of 265 tons a day. There remains to be placed something over 6,000 tons. I have requested Mr. Kibbe to start a second crew, in order to finish on the completion date, September 30th.

The contractor has had difficulty securing aggregate. He is anxious, of course, to finish on time, but hesitates about starting a second crew until he has an adequate supply of aggregate, so that he could operate his plant two shifts a day.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
Encl.

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

204 Old Post Office Building
Portland, Oregon
September 16, 1938

Mr. R. H. Baldock,
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Baldock:

Reference is made to request of Kerne & Kibbe, contractors on the Sandy Improvement Project FA-301A(1) to be allowed to work Saturday, September 17, which would make 48 hours for that week.

It is impossible for the Employment Service to furnish a crew of men for one day's work on this job, for which reason their request to work 48 hours is approved herewith.

Yours very truly,

Guy V. Lintner

Guy V. Lintner
State Director

GVL:NF

cc Lynch

REFERRED TO
Cullen
By State Highway Engineer
Please note
& return.

Mr. Baldock

RECEIVED
SEP 16 1938
FOR FILING

Rast [illegible]

NOTED
State Highway Engineer

[illegible]

ATRONS CONCERNING ITS SERVICE 1201-S

RN
N

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

igin. Time of receipt is STANDARD TIME at point of destination.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate

COPY OF WESTERN UNION TELEGRAM

RECEIVED AT

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DH 32 R AB 37 GOVT

NX PORTLAND OGN SEPT 222 PM 14TH 1938

R H BALDOCK
23 STATE HIGHWAY ENGINEER
SALEM OGN

RE WIRE TODAY KERN AND KIBBE CONTRACT SANDY BLVD PROJECT 301-A (1) . PERMISSION TO WORK SATURDAY SATISFACTORY THIS OFFICE PROVIDING CONDITIONS OF LAST PARAGRAPH PAGE 4 OF REQUIRED SPECIAL PROVISIONS PERTAINING THIS CONTRACT BE COMPLIED WITH.

LYNCH.
234P

Telephone Your Telegrams to **Postal Telegraph**

Mr. Baldock

RECEIVED
SEP 16 1938
FOR FILING

Last paragraph [illegible]

NOTED
State Highway Engineer

TRONS CONCERNING ITS SERVICE 1201-S

RN
N

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

igin. Time of receipt is STANDARD TIME at point of destination.

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER	X	DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM ORE SEPT 14 1938

W H LYNCH, DISTRICT ENGINEER
BUREAU PUBLIC ROADS POSTOFFICE BLDG PORTLAND ORE

FOLLOWING WIRE RECEIVED KERN & KIBBE "ON CONTRACT FOR THE IMPROVEMENT OF SANDY BOULEVARD WE RESPECTFULLY REQUEST PERMISSION TO WORK ON SATURDAY SEPTEMBER SEVENTEENTH FOR THE REASON THAT ON ACCOUNT OF WEATHER CONDITIONS AN EMERGENCY EXISTS MAKING IT IMPERATIVE THAT NO TIME BE LOST IN COMPLETING THE WORK WE THEREFORE ARE MAKING THIS REQUEST IN CONFORMANCE WITH CONTRACT REGULATIONS" EARNESTLY RECOMMEND PERMISSION BE GIVEN BECAUSE OF DANGER OF ADVERSE WEATHER CONDITIONS STOPPING WORK

R H BALDOCK

Mr. Baldo[illegible]

RECEIVED
SEP 16 1938
FOR FILING

Last paragraph on page 4 is the 'provision' limiting working time to 40 hr. per wk.

Kibbe apparently wants permission to exceed the 40-hr. limit. Bureau will not approve that.

NOTED
State Highway Engineer

TRONS CONCERNING ITS SERVICE

1201-S

RN
N

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

gin. Time of receipt is STANDARD TIME at point of destination.

1938 SEP 13 PM 10 01

ON CONTRACT FOR THE IMPROVEMENT OF SANDY BOULEVARD WE RESPECTFULLY REQUEST PERMISSION TO WORK ON SATURDAY SEPTEMBER SEVENTEENTH FOR THE REASON THAT ON ACCOUNT OF WEATHER CONDITIONS AN EMERGENCY EXISTS MAKING IT IMPERATIVE THAT NO TIME BE LOST IN COMPLETING THE WORK WE THEREFORE ARE MAKING THIS REQUEST IN CONFORMANCE WITH CONTRACT REGULATIONS=

KERN & KIBBE.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171 1933 SEP 13 PM 10 01

PRS88 53 NL=PORTLAND ORG 13

R H BALDOCK,STATE HIGHWAY ENGINEER=
:OREGON STATE HIGHWAY COMMISSION

ON CONTRACT FOR THE IMPROVEMENT OF SANDY BOULEVARD WE RESPECTFULLY REQUEST PERMISSION TO WORK ON SATURDAY SEPTEMBER SEVENTEENTH FOR THE REASON THAT ON ACCOUNT OF WEATHER CONDITIONS AN EMERGENCY EXISTS MAKING IT IMPERATIVE THAT NO TIME BE LOST IN COMPLETING THE WORK WE THEREFORE ARE MAKING THIS REQUEST IN CONFORMANCE WITH CONTRACT REGULATIONS=

KERN & KIBBE.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

OREGON STATE HIGHWAY DEPARTMENT

TRAFFIC ENGINEERING DEPARTMENT

CITY TRAFFIC SURVEY

AVERAGE DAILY TRAFFIC VOLUME

CITY OF WILLAMINA

October 1937

FORM S-6-1 500 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 12 1938
FOR FILING
201-1-1

605 Weatherly Bldg.
September 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Order for Extra Work for burning down high spots on Sandy Boulevard.

Also enclosed is an Order for Extra Work to construct a concrete catch basin at the culvert junction at Bonny Slope on the Northwest Thompson County Road job.

Also herewith is an Order for State Force Work for placing standard reflectorised signs at the railroad crossing on the Carver-Redlands Store Section.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
SEP 2
FOR FILING

RECEIVED
1 - 1938
COMMISSION

605 Weatherly Bldg.
August 31, 1938

NOTED
ate Highway Engineer

Kern & Kibbe
42 S. W. Salmon
Portland, Oregon

Gentlemen:

Completion date on the Sandy Boulevard contract is September 30th and this is, in many years, as late as weather will permit placing cut-back top. There are only 25 working days left and it is reasonable to assume we will have one week of wet weather during September, which leaves only 19 or 20 working days. This means that it will be necessary for you to place an average of 500 tons a day every working day to complete on time.

I understand this material is to be put out from your plant and I know your plant has sufficient capacity. The material is to be placed in rather thin layers on the street and it may be necessary to use two finishing machines and two street crews, in order to properly place the material. We are expecting a first-class job, finished up in your usual good manner. Several days of fine weather have been lost and we request that you immediately start placing the asphaltic concrete and arrange for sufficient equipment and men to complete the paving job within the time limit.

If I can be of assistance, please advise.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

RECEIVED
AUG 23 1938
FOR FILING

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Sandy Boulevard Section, Project No. FA 301-A (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid
Project No. 301-A (1)

SANDY BOULEVARD SECTION OF THE

COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

60' Roadway (Sta. 1+50 to 80+10)(Sta. 92+70 to 96+21)

All Required		Clearing and Grubbing		$ 66.00
2,300	cu. yds.	Excavation, Single Classification	$1.10	2,530.00
14,700	sq. yds.	Removal of Old Pavement	0.30	4,410.00
11,300	sq. yds.	Chiseling Base Course Concrete	0.54	6,102.00
6,100	lin. ft.	Cutting Concrete Walks and Aprons	0.08	488.00
2,300	sq. yds.	Removal of Concrete Walks and Aprons	0.50	1,150.00
10,700	lin. ft.	Removal of Curb	0.07	749.00
36	only	Adjusting Manholes	3.00	108.00
6	only	Adjusting Catch Inlets	3.00	18.00
30	only	Catch Basin Replacement	30.00	900.00
138	cu. yds.	Concrete Curb	18.00	2,484.00
350	sq. yds.	Concrete Sidewalks	1.80	630.00
380	sq. yds.	Concrete Driveway Aprons	1.60	608.00
90	cu. yds.	Sand Cushion	1.00	90.00
6,300	sq. yds.	Portland Cement Concrete Pavement	1.75	11,025.00
2,420	cu. yds.	Portland Cement Concrete Base	8.50	20,570.00
230	lin. ft.	3/4" Expansion Joints	0.17	39.10
2,800	lin. ft.	½" Expansion Joints	0.15	420.00
2,050	lin. ft.	Contraction Joints	0.03	61.50
3,100	only	Dowels	0.15	465.00
5,720	tons	Class "B" Asphaltic Concrete	4.50	25,740.00
2,680	tons	Outback Wearing Surface	4.50	12,060.00
		Subtotal		$90,713
		10% Engr. & Cont.		9,071
		Total		$99,784

Length of Roadway	1.538 miles
Length of Bridge	0.017 mile
Total Length	1.555 miles
Cost per Mile	$64,169

Note: Pavement is to be constructed across bridge.

56' Roadway (Sta. 80+10 to 92+70)

All Required		Clearing and Grubbing		$ 434.00
300	cu. yds.	Excavation, Single Classification	$1.10	330.00

2,300	sq. yds.	Removal of Old Pavement	$0.30	$ 690.00
1,700	sq. yds.	Chiseling Base Course Concrete	0.54	918.00
1,400	lin. ft.	Cutting Concrete Walks and Aprons	0.08	112.00
1,100	sq. yds.	Removal of Concrete Walks and Aprons	0.50	550.00
1,800	lin. ft.	Removal of Curbs	0.07	126.00
4	only	Adjusting Manholes	3.00	12.00
22	cu. yds.	Concrete Curb	18.00	396.00
120	sq. yds.	Concrete Driveway Aprons	1.60	192.00
10	cu. yds.	Sand Cushion	1.00	10.00
700	sq. yds.	Portland Cement Concrete Pavement	1.75	1,225.00
380	cu. yds.	Portland Cement Concrete Base	8.50	3,230.00
20	lin. ft.	3/4" Expansion Joints	0.17	3.40
200	lin. ft.	½" Expansion Joints	0.15	30.00
250	lin. ft.	Contraction Joints	0.03	7.50
400	only	Dowels	0.15	60.00
880	tons	Class "B" Concrete	4.50	3,960.00
420	tons	Cutback Asphalt Wearing Surface	4.50	1,890.00
		Subtotal		$14,175
		10% Engr. & Cont.		1,417
		Total		$15,592

Length of Roadway	0.238 mile
Cost per Mile	$65,512

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
60' Roadway	$ 99,784	$60,869	$38,915
58' Roadway	15,592	9,511	6,081
	$115,376	$70,380	$44,996

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 88, laws 1931
State Funds for Maintenance: Chap. 41, laws 1927; Chap. 88, laws 1931

Oregon State Highway Department Federal Aid Project No. 301-A(1)

SANDY BOULEVARD SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 5, 1938

All Required		Clearing and Grubbing		$ 1,500.00
2,600	cu. yds.	Excavation, Single Classif.	$ 0.50	1,300.00
17,000	sq. yds.	Removal of Old Pavement	0.30	5,100.00
13,000	sq. yds.	Chiseling Base Course Concrete	0.30	3,900.00
7,500	lin. ft.	Cutting Concrete Walks and Aprons	0.15	1,125.00
3,400	sq. yds.	Removal of Concrete Walks and Aprons	0.15	510.00
12,500	lin. ft.	Removal of Curbs	0.05	625.00
40	only	Adjusting Manholes	5.00	200.00
6	only	Adjusting Catch Inlets	5.00	30.00
30	only	Catch Basin Replacement	20.00	600.00
160	cu. yds.	Concrete Curb	20.00	3,200.00
350	sq. yds.	Concrete Sidewalks	1.50	525.00
500	sq. yds.	Concrete Driveway Aprons	2.00	1,000.00
100	cu. yds.	Sand Cushion	1.50	150.00
7,000	sq. yds.	Portland Cement Concrete Pavement	1.65	11,550.00
2,800	cu. yds.	Portland Cement Concrete Base	15.00	42,000.00
250	lin. ft.	3/4" Expansion Joints	0.20	50.00
3,000	lin. ft.	½" Expansion Joints	0.10	300.00
2,300	lin. ft.	Contraction Joints	0.05	115.00
3,500	only	Dowels	0.20	700.00
6,600	tons	Class "B" Asphaltic Concrete	4.50	29,700.00
3,100	tons	Cutback Wearing Surface	4.50	13,950.00

Subtotal	$ 118,130
10% Engr. & Cont.	11,813
Total	$ 129,943

Length of Roadway	1.776 miles
Length of Bridge	.017 mile
Total Length	1.793 miles
Cost per mile	$ 72,472

Note: Pavement is to be constructed across bridge

Federal Aid Funds Requested- -	$ 79,270
State Funds- -	50,673
	$ 129,943

Oregon State Highway Department   Federal Aid Project No. 301-A(1)

SANDY BOULEVARD SECTION OF THE
COLUMBIA RIVER HIGHWAY IN MULTNOMAH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 2, 1938

All Required		Clearing and Grubbing		$ 1,500.00
2,600	cu. yds.	Excavation, Single Classif.	$ 0.50	1,300.00
17,000	sq. yds.	Removal of Old Pavement	0.30	5,100.00
13,000	sq. yds.	Chiseling Base Course Concrete	0.30	3,900.00
7,500	lin. ft.	Cutting Concrete Walks and Aprons	0.15	1,125.00
3,400	sq. yds.	Removal of Concrete Walks and Aprons	0.15	510.00
12,500	lin. ft.	Removal of Curbs	0.05	625.00
40	only	Adjusting Manholes	5.00	200.00
6	only	Adjusting Catch Inlets	5.00	30.00
30	only	Catch Basin Replacement	20.00	600.00
160	cu. yds.	Concrete Curb	20.00	3,200.00
350	sq. yds.	Concrete Sidewalks	1.50	525.00
500	sq. yds.	Concrete Driveway Aprons	2.00	1,000.00
100	cu. yds.	Sand Cushion	1.50	150.00
7,000	sq. yds.	Portland Cement Concrete Pavement	1.65	11,550.00
2,800	cu. yds.	Portland Cement Concrete Base	15.00 ~~1.80~~	~~5,040.00~~ 42000.00
250	lin. ft.	3/4" Expansion Joints	0.20	50.00
3,000	lin. ft.	½" Expansion Joints	0.10	300.00
2,300	lin. ft.	Contraction Joints	0.05	115.00
3,500	only	Dowels	0.20	700.00
6,600	tons	Class "B" Asphaltic Concrete	450 ~~5.00~~	~~33,000.00~~ 29700.00
3,100	tons	Cutback Wearing Surface	450 ~~5.00~~	~~15,500.00~~ 13950.00
		Subtotal		~~$ 86,020~~ 118,130.
		10% Engr. & Cont.		~~8,602~~ 11,813.
		Total		~~$ 94,622~~ 129,943.

Length of Roadway	1.776 miles
Length of Bridge	.017 mile
Total Length	1.793 miles
Cost per mile	~~$ 52,773~~ 72,472.

Note: Pavement is to be constructed across bridge

Federal Aid Funds Requested- -	~~$ 57,720~~ 79,270.
State Funds- -	~~36,902~~ 50,673
	~~$ 94,622~~ 129,943

FORM 2-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
AUG 24 1938
FOR FILING
3 1

605 Weatherly Bldg.
August 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: J. W. Nash

Re: Sandy Boulevard Widening

Dear Sir:

A copy of your letter of August 17th to F. T. Young received. The 58-foot width mentioned should be 56 feet.

Please refer to the letter signed by Kern & Kibbe which states this width. I am sending a copy of this to F. T. Young, who will correct his copy to read 56 feet.

Very truly yours,

E. A. Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
F. T. Young

RECEIVED
SEP 7 1938
FOR FILING

C
O
P
Y

605 Weatherly Bldg.
August 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

We are returning herewith two copies each of an Order for State Force Work on Contract Projects for Contracts No. 2092 and 2096.

These copies were received from the office of the Maintenance Engineer and as only the required amount of copies were submitted to Salem, these have evidently been distributed to the wrong parties. We received copies for this office and the engineer several days ago.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock
Encl.

RECEIVED
AUG 19 1938
FOR FILING

7A 3. 1-A-1

August 17, 1938

Mr. F. T. Young
Resident Highway Engineer
Oregon City, Oregon

Dear Sir:

Reference is made to the monthly estimates for work on the Sandy Boulevard Section under Contract No. 2096.

Subsequent to the opening of bids, the work on the project was revised by changing the width of pavement between Station 80+10 to 92+70 to 58 feet. Accordingly, it will be necessary to segregate the quantities on the monthly estimates for this section from that on the other portions of the work, on account of requirements of the Bureau of Public Roads. Likewise, the explanation of overruns and underruns, submitted upon completion of the project, should explain the variations for the 58-foot roadway items independently from the explanations for the 60-foot roadway items.

For use in the preparation of these explanations, we are enclosing a statement showing a segregation of the contract quantities, which segregation was used in preparing the estimate submitted to the Bureau of Public Roads.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

cc E. A. Collier

FORM 5-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
AUG 16 1938
FOR FILING
201-[illegible]

1 6 1938
[illegible] COMMISSION

605 Weatherly Bldg.
August 15, 1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith State Force Orders for installation of conduit for future traffic signals on Sandy Boulevard for $3,000 and on Interstate Avenue for $2,400.

These have been prepared by W. O. Widdows. He hopes by devising a jacking method to reduce costs, but if he continues to break out with power hammers and patch, it will take the amount requested.

Additional authorization to cover these orders is requested.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

RECEIVED
AUG 16 1938
FOR FILING

301-G

August 12, 1938.

Mr. H. B. Glaisyer

Herewith letter from Edwin G. Amme, together with my acknowledgment.

This should doubtless be brought to the attention of Mr. Baldock on his return and also the Highway Commission at its next meeting, unless Mr. Baldock wishes to answer it direct.

C. B. McCullough

August 12, 1938.

Mr. Edwin G. Amme
227 Postal Building
510 S. W. Third Ave.
Portland, Oregon.

Dear Sir:

Receipt is acknowledged of your communication of August 10, addressed to the Highway Commission, and having reference to the work which the Highway Commission is doing on Sandy Boulevard.

I will see that this letter is brought to the attention of the Highway Commission at its first meeting.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc R. B. Glaisyer

RECEIVED
AUG 6 1938
FOR FILING

7a 301-a-11

August 5, 1938

Kern & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2096 awarded to you on July 25, 1938, for paving the Sandy Boulevard Section of the Columbia River Highway, in Multnomah County. This is for your records and files.

Very truly yours,

AM

Secretary

FORM 8-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN,
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.

RECEIVED
AUG 6
FOR FILING

41 301-9-(1)

RECEIVED
1938
DIVISION

August 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Received "Record of Project Expenditure Authorizations" for Sandy Boulevard.

I note you have not included the additional anticipated item for moving fire hydrants and water meters. This was shown on my estimate of July 18th at $3300, which is the estimate made by Ben Morrow of the Portland City Water Bureau.

I request this additional authorization be added to this record.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

NOTED
State Highway Engineer

RECEIVED
AUG 1 1938
FOR FILING

July 29, 1938

Kern & Kibbe
42 S. E. Salmon
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2096 which was awarded to you on July 25, 1938, by the State Highway Commission covering 1.79 miles paving on the Sandy Boulevard Section of the Columbia River Highway, in Multnomah County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 35 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

AM

RECEIVED
DEC 9 1938
FOR FILING

201-11

July 25, 1938

Kern & Kibbe,
42 S. E. Salmon Street
Portland, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 1.79 miles of paving on the Sandy Boulevard Section of the Columbia River Highway, in Portland. This award was based on your low bid of $104,889.50 submitted on July 21, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

JM:MC

Secretary

encl.

CLASS	VICE DESIRED
DOM	CABLE
TELEG	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JULY 25, 1938

KERN & KIBBE
42 S. E. SALMON STREET
PORTLAND, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING PAVING OF SANDY BOULEVARD SECTION OF COLUMBIA RIVER HIGHWAY IN PORTLAND BASED ON BID SUBMITTED JULY TWENTY FIRST CONTRACT FORMS FOLLOW

H. B. GLAISYER, Secretary
STATE HIGHWAY COMMISSION

FILE

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM 5-5-1 1M 4-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JUL 28 19[illegible]
FOR FILING

321

RECEIVED
1938
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
July 25, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: E. G. Smith

Dear Sir:

Herewith letter signed by G. E. Kibbe of Kern & Kibbe agreeing to a reduction in the width on Sandy Boulevard. I have had a copy made for my office.

Also herewith one copy each of the City of Portland's resolutions, No. 21,483 and No. 21484, approving plans and grade line and agreeing to guarantee no encroachment will be permitted on the right of way.

We delivered one copy of each of these resolutions to Mr. Tom Davis of the U.S.B.P.R.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock ✓
Encl.

FORM 8-A-1 10M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2[illegible]38
FOR FILING

OREGON STATE HIGHWAY COMMISSION
SALEM

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

301-a

July 25, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith three copies of a resolution adopted by the city officials of Portland on July 22, relative to traffic and encroachments on the Sandy Boulevard project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

cc Mr. J. W. Nash

Jcm

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUL 26 1938
FOR FILING

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

301-A

SALEM, OREGON
JULY 25, 1938

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(09)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

25 PM 3 16

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRH72 26 DL GOVT=PORTLAND ORG 25 300P

R H BALDOCK=
STATE HIGHWAY ENGINEER

THIS IS OUR CONCURRENCE IN AWARD OF CONTRACT AS OF THIS DATE FOR OREGON FAP 301-A (1) SANDY BLVD TO KERN AND KIBBE LOW BIDDER=

LYNCH.

REFERRED TO
[illegible]
5

FAP 301-A (1) BLVD.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

1217-A

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUL 26 1938
FOR FILING

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
JULY 25, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

IF YOU CONCUR CONTRACT FOR SANDY BOULEVARD PROJECT WILL BE AWARDED TODAY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Revised plan sheets and a revised typical cross-section sheet are being sent under separate cover. As the change does not affect the estimates of quantities to any material extent, we propose to leave the quantities unchanged in the plans and to use the unchanged quantities in the contract.

Very truly yours,

State Highway Engineer

July 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

It appears that in preparing plans for the Sandy Boulevard Project (FA 301-A (1)), we failed to make adequate provision for sidewalks in front of the business section which extends from 39th Avenue to 43rd Avenue. The sidewalks on that portion of the project should have a width of at least twelve feet, and, as the obtaining of that width by a moving-back of the buildings is prohibitive, it will be necessary to make a reduction in the width of pavement between curbs. A reduction of four feet (two feet on each side of the street) is sufficient. The width between curbs will then be fifty-six feet.

You are aware, of course, that the existing walks have a width of fifteen feet. Under the revised plan, the width will be twelve feet.

May we have your approval of the above indicated change in plans.

Revised plan sheets and a revised typical cross-section sheet are being sent under separate cover. As the change does not affect the estimates of quantities to any material extent, we propose to leave the quantities unchanged in the plans and to use the unchanged quantities in the contract.

Very truly yours,

State Highway Engineer

RECEIVED
JUL 27 1938
FOR FILING

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. 301-A

July 23, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to your letter of July 22nd, 1938, requesting our concurrence in a change in plans consisting of a reduction of 4 ft. in width of pavement between 39th and 43rd Avenues on the Sandy Boulevard section of the Columbia River Highway in Portland, Oregon, Federal Aid 301-A(1).

We will recommend for approval the change above mentioned.

Yours very truly,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
SEP 12 1938
FOR FILING

[illegible]

July 22, 1938

Kern & Kibbe
42 S. E. Salmon St.
Portland, Oregon

Gentlemen:

At the request of the City of Portland, we have agreed to a revision in the plans for the Sandy Boulevard Project, whereby, on the portion of the project which is between 39th Avenue and 43rd Avenue, the width between curbs is to be 56 feet instead of 60 feet as called for by the plans on which you based your bid.

This change will operate to reduce to some extent the quantities of work to be performed under the contract, but the reduction is so slight that we presume you will be willing to accept the award of the contract (if the award should be tendered you) with the understanding that no claim of any kind is to be made by reason of the change in plans here referred to.

If you are willing to accept the award on that basis, please so indicate by signing in the space provided at the bottom of this letter and returning the letter to us at once.

Very truly yours,

State Highway Engineer

- - - - -

If we should be awarded the contract for the Sandy Boulevard Project, we will accept the award with the understanding that no claim of any kind will be made against the State or the State Highway Commission because of the change in plans and reduction in quantities referred to in the above letter.

Portland, Oregon

July ___, 1938.

Kern & Kibbe

By_____________

RECEIVED
JUL 23 1938
FOR FILING

301

July 22, 1938

Mr. W. H. Lines, Vice President
Portland Traction Company
Portland, Oregon

Dear Sir:

In accordance with your request made to Mr. H. G. Smith, I am handing you herewith a copy of Mr. Baldock's letter of June 25, 1938, with reference to the agreement covering the reconstruction of Sandy Boulevard between 15th and 45th Avenues. . This is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUL 18 1938
FOR FILING

301

VOTED
[illegible] Engineer

ENGINEERS ESTIMATE

July 18 1938

SANDY BOULEVARD PAVING SIXTEENTH AVE TO FOURTYFOURTH AVE

1. Clearing and Grubbing	All			$ 200.
2. Excavation, Single Classification	2600	cu yds	@ .60	1,560
3. Removal of Old Pavement	17000	sq yds	@ .50	8,500
4. Chiseling Base Course Concrete	13000	sq yds	@ .15	1 950
5 Cutting Concrete Walks and Aprons	7500	lin ft	@ .10	750
6. Removal of Concrete Walks and Aprons	3400	sq yds	@ .15	510
7. Removal of Curbs	12500	lin ft	@ .05	625
8. Adjusting Manholes	40	only	@10.00	400
9. Adjusting Catch Inlets	6	"	5.	30
10. Catch Basin Replacement	30	"	40.	1,200
11. Concrete Curb	160	Cu yds	15.	2,400
12. Concrete Sidewalks	350	sq yds	1.50	525
13. Concrete Driveway Aprons	500	sq yds	1.60	800
14. Sand Cushion	100	cu yds	1.50	150
15. Portland Cement Concrete Pavement	7000	sq yds	1.60	11,200
16. Portland Cement Concrete Base	2800	cu yds	7.50	21,000
17. 3/4 inch Expansion Joints	250	lin ft	.12	30
18. 1/2 " " "	3000	lin ft	.08	240
19. Contraction Joints	2300	" "	.03	69
20. Dowels	3500	only	.12	420
21. Class B Asphaltic Concrete	6600	tons	4.50	29,700
22. Cutback Asphalt Wearing Surface	3100	"	4.50	13,950
Total for Contract Items				$96,209
Engineering and Contingencies				9,691
Additional Item Moving Fire Hydrants and Water Meters				3,300
Total				$ 109,200.

E A Collier

RECEIVED
AUG 19 1938
FOR FILING
301

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 16, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

The Acting Chief of Bureau on July 14th approved the project statement for Oregon Federal Aid Project No. 301, involving the improvement of 6.2 miles of the Broadway-Columbia Boulevard Section of the Columbia River Highway in Portland, between a connection with Federal Aid Route No. 9 at northwest Broadway and a connection with Federal Aid Route No. 40, in Multnomah County.

The project statement was approved subject to the following conditions:

(1) That the railroad grade crossings within the limits of the project be eliminated or adequately protected in accordance with the requirements in General Administrative Memorandum No. 7;

(2) That before recommending P.S.& E. for the bridge across Willamette River, the approval of the War Department shall be obtained.

Dr. Hewes has altered Paragraph 3 of the project statement to show the project beginning at a connection with Federal Aid Route No. 9 at northwest Broadway instead of at Route No. 26. Please make this correction on your file copy of the project statement.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

im

RECEIVED
AUG 23 1938
FOR FILING

FAP 301 A-1

July 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of July 6th, concerning the roadway width between Stations 66 and 72 of the Sandy Boulevard Project, F. A. P. 301-A (1).

Due to an error in drafting, the width of the concrete widening strip at the location mentioned in your letter, was shown on the plans as six feet when it should have been shown as seven feet. Correction of this error brings the total distance between curbs to 60 feet, as called for by the typical cross-section plan.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FORM B-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JUL 8 1938
FOR FILING

3.01

605 WEATHERLY BLDG.
JULY 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Will you please furnish copies of the plans for improvement of Sandy Boulevard to the following:

Ben S. Morrow
Portland City Water Bureau
Room 209, City Hall

W. H. Tobey
Portland General Electric Co.
Electric Building

Mr. Meinoff
Northwestern Electric Co.
Public Service Building

These plans are for the convenience of the above parties for the moving of their utilities in connection with the proposed improvement of Sandy Boulevard.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

RECEIVED
AUG 23 1938
FOR FILING
FA 301-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
1938
STATE HIGHWAY

July 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 301-A (1), Sandy Blvd. section of Columbia River Highway in Portland, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Concurrence in award of contract will be withheld pending approval of the project statement.

The proposed width of roadway between Stations 66 and 72 is shown as only 59 ft. on the plans, whereas the typical section shows a minimum width of 60 ft. We have no objection to the 59 ft. width for this short distance if for any reason it is impracticable to widen to 60 ft., but we believe that the plans and roadway section should agree.

Please submit three copies of customary resolution by city of Portland with the project agreement estimate.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 8 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

301

605 Weatherly Bldg.
July 5, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: S. H. Probert

Dear Sir:

Please send me a complete set of plans and specifications for the Sandy Boulevard job which I can give to Mr. Apperson, so that the City will have a set.

I think it will not be necessary to ask the Council to revise the grade line and I will find out today whether it is necessary for them to pass an Ordinance to cut back the curb line. In any case, we should present them with a set of plans and request their approval.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-S-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
JUL 8 1938
FOR FILING

RECEIVED
COMMISSION

3

605 Weatherly Bldg.
July 5, 1938

NOTED

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: W. O. Widdows

Dear Sir:

We plan to open bids for widening and resurfacing of Sandy Boulevard from 16th to 44th on July 21st. It will be necessary to expedite this job in order to finish it before wet weather this fall. We have a number of direction and route signs along this section.

Please arrange to have these moved back immediately. The street face of the new curb line will be 10 ft. from the property line throughout this section. Mr. Kirkwood has recently made a survey and should you need additional measurements, please call on him.

The street is to be widened 2 ft. on each side from 16th to 28th; 5 ft. on each side from 28th to 33rd, and 6 ft. on each side from 33rd to 37th, and 5 ft. on each side from 38th to 44th.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

RECEIVED
[illegible] 9 1938
FOR FILING

July 1, 1938.

Mr. Ormond R. Bean,
City Commissioner,
Portland, Ore.

Dear Sir:

We anticipate the letting of Sandy Blvd., between 15th and 44th Sts., on July 21st. Inasmuch as this will give very short working season for the contractor, I would suggest that the City of Portland start immediately on the adjustment of the traffic signals and such other signs as will interfere with the rebuilding of the curbs.

The Rose City Upholstering Company and the Fred Myer Co., Inc., should also be instructed to rebuild their sidewalk elevators immediately.

There are several gas tanks and gas tank filler pipes which will now come within the street area. I presume they are operating on a revocable permit and should be notified immediately so that their movement will be complete before the contractor starts paving the highway.

Mr. Collier or his survey party will be available to assist you in obtaining further information which you may need concerning the encroachments upon the new street area.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

AIRMAN, PORTLAND
PENDLETON
VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

June 30, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

It will expedite work on Sandy Boulevard if we can at this time request movement of the following items by the owners. If it appears certain that the contract will be awarded July 15th, please advise me.

(1) Trolley poles and power poles by the Portland Traction Co.

(2) Traffic signal lights, City of Portland.

(3) Fire hydrants, water meters, City of Portland.

(4) Sidewalk elevators by the Rose City Upholstery Co. and by Fred Meyer Inc.

(5) Gas tank and gas tank filler pipes by various service stations.

It is my understanding that the state will repay the City of Portland for the cost of Items 2 and 3 and that the owners must bear the cost of the other three items. I can see no particular objection to leaving gas tanks under the sidewalk and even under the edge of the pavement provided the filler pipes are placed in or back of the curb line.

We also have a number of highway signs and I believe it will be advisable to order our sign crew to move these back at once, even though some of them may be slightly obscured, until the other poles are moved back.

Very truly yours,

EACollier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

5

FORM 3-A-1 10M 2-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

4 1

RECEIVED
FOR FILING

201-R-1

July 1, 1938.

Mr. E. A. Collier,
Division Engineer,
605 Weatherly Bldg.,
Portland, Ore.

NOTED
Highway Engineer

Dear Sir:

In regard to work on Sandy Blvd., beg to advise:

1 - That the Portland Traction Company may now be advised to move their power and trolley poles.

2 - Mr. Baldock will personally write Mr. Bean concerning the traffic signals, sidewalk elevations and gas tanks.

3 - You may make arrangement for the removal of the fire hydrants and water meters of the city water department.

We will pay for these in our customary manner.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

RECEIVED
AUG 19 1938
FOR FILING
301

June 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of project statement for the Broadway-Columbia Boulevard Section (Portland), Project No. FA 301.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

STATE Oregon

PROJECT NO. FA 301
(Not to be filled in)

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) June 29, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Broadway-Columbia Blvd. Section, Columbia River Highway

2. Between control points of official description: Portland and The Dalles

3. Between intermediate control points if used Intersection with F.A. Route No. 26 and connection with F.A. Route No. 40

County of Multnomah

4. Length in miles (gross) 6.2 (net) 6.2

5. Preliminary estimate of cost: Total, $500,000; section of road to be first improved, $130,000,

of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (*a*) State: (Amount.)

Current Income: Chap. 175, Laws 1917; Chap. 31, Laws 1920, Chap. 88, Laws 1931
(Source; refer to statute.)

(*b*) County (Amount.) (Source; refer to statute.)

8—8072

7. Funds for maintenance to be provided by State (State or (and) county.), from the following

sources: Current Income: Chap. 41, Laws 1917; Chap. 88, Laws 1931 (Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

Portland

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

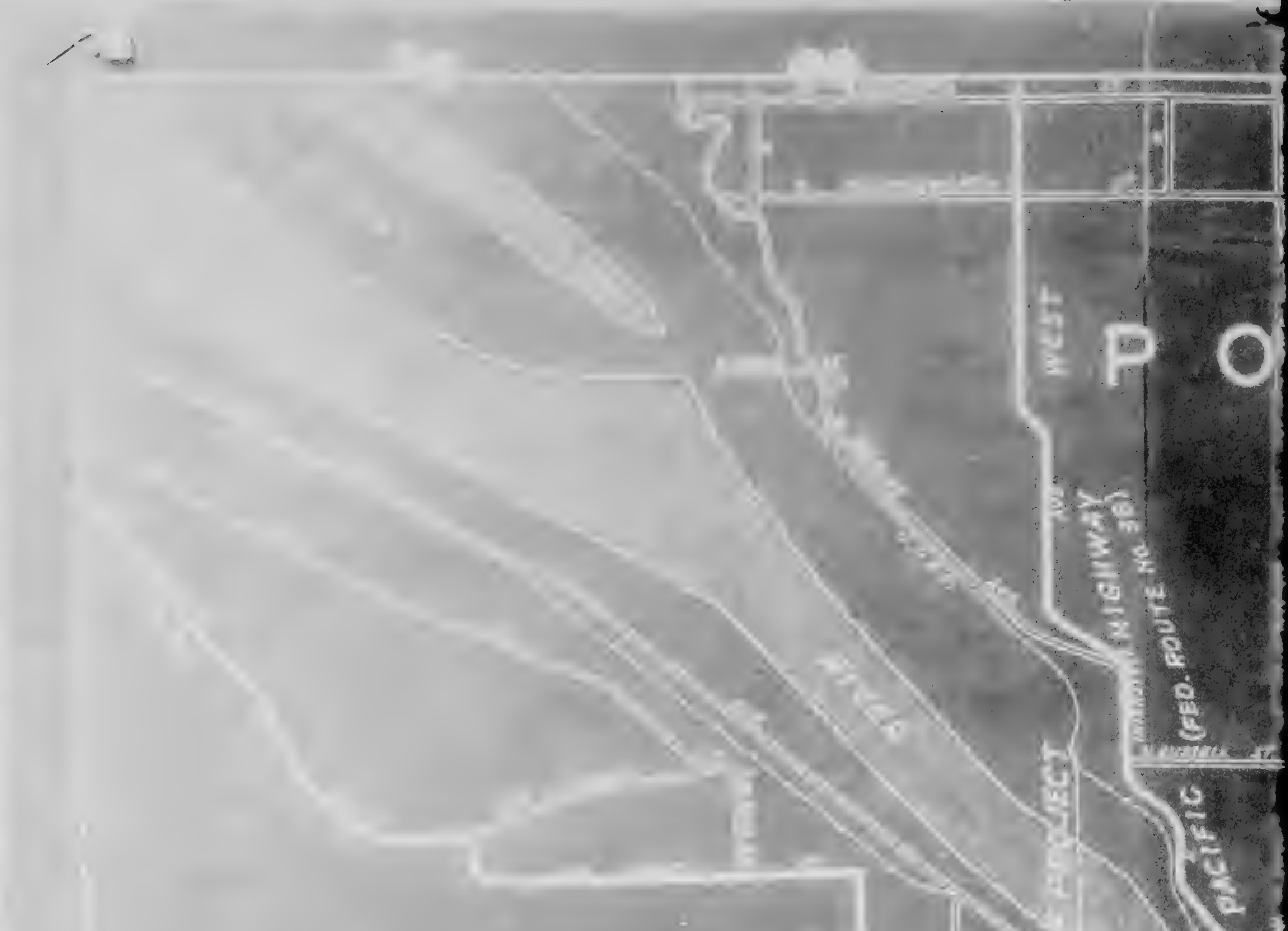
As Chairman
(Title of officer.)

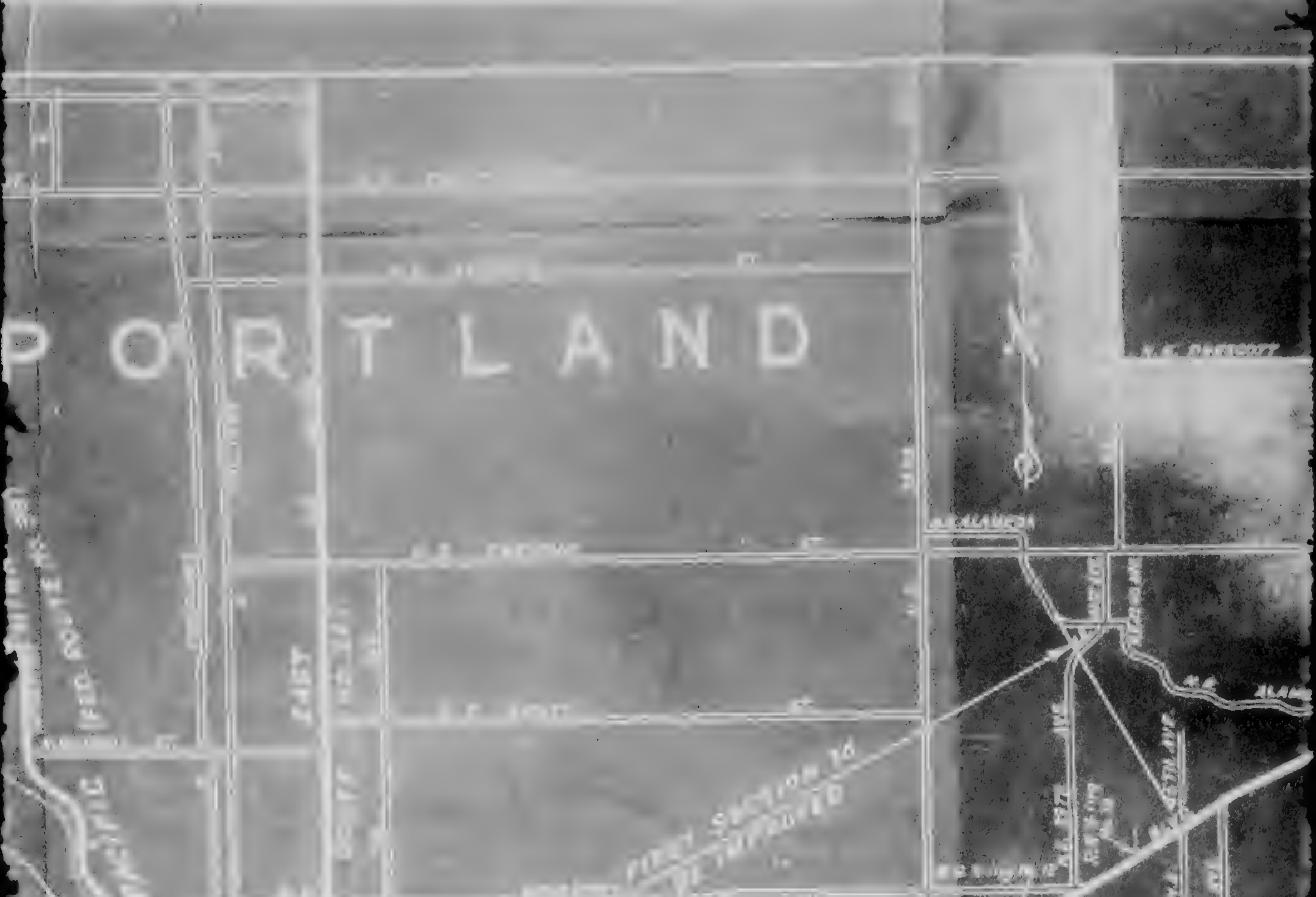
By

As Commissioner
(Title of officer.)

By

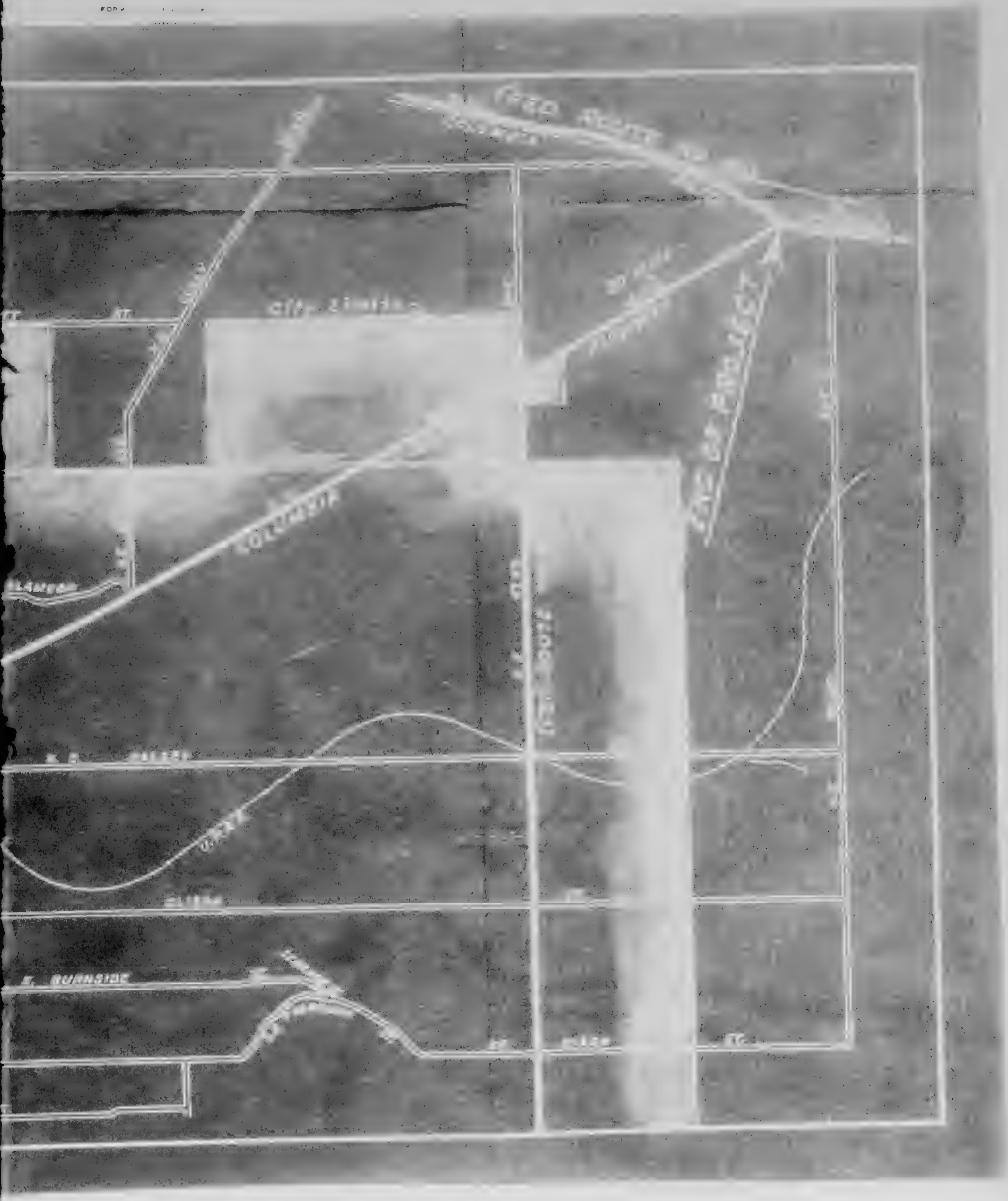
As Commissioner
(Title of officer.)


OREGON STATE HIGHWAY DEPARTMENT
BROADWAY - COLUMBIA BLVD. SEC.
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY
PROJECT NO. FA 201
P O
WEST
HIGHWAY
(FED. ROUTE No. 36)
PACIFIC
RIVER
PROJECT


PORTLAND
FED. ROUTE NO. 30
PACIFIC
EAST
N.E. ALAMEDA
N.E. PRESCOTT
FIRST SECTION TO BE IMPROVED
ST.

R. H. BALDOCK

END OF PROJECT
N.E. COLUMBIA


FED. ROUTE 30
COLUMBIA
CITY LIMITS
ST.
COLUMBIA
END OF PROJECT
N. E.
GLISAN
E. BURNSIDE
ST.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 2 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM
June 28,1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier,
Division Engineer,
605 Weatherly Bldg.,
Portland, Ore.

NOTED
Highway Engineer

Dear Sir:

Approval is given to the assignment of F. T. Young as Resident Engineer on the Sandy Blvd., project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H

CC to
R. H. Baldock

FORM 8-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 28 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUN 28 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

FAP 301

June 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: H. G. Smith

Dear Sir:

Herewith Special Provisions for Sandy Boulevard.

Use of high early cement would expedite completion of the job and greatly reduce traffic trouble. I have specified only six days curing for concrete base and ten days for concrete pavement, but these very minimum times can be cut in half with high early. If you think its use is justified, please have specifications to cover high early cement written.

Suggest as a requirement that work be started in five days from the date of notice of award and prosecuted vigorously with two shifts per day until all concrete pavement, curbs and base are placed.

I suggest F. T. Young be placed on this job as Resident Engineer, as it should be finished before the Oregon City work starts.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
S. H. Probert
Encl.

RECEIVED
DEC 9 1938
FOR FILING
301-a-1

(4k)

June 25, 1938

Mr. Franklin T. Griffith, President
Portland Electric Power Company
Electric Building
Portland, Oregon

Dear Sir:

Confirming our phone conversation, advise that the State Highway Commission will let a contract on July 21 for the widening and repaving of Sandy Boulevard between 15th and 45th Avenues, with the understanding that the Portland Electric Power Company will turn over to the Highway Commission on or before the date of the award the sum of $25,000 to apply on the construction cost of this project.

It is further understood that the present rails will be left in place and that the company will maintain the remainder of the street occupied by our rails until such time as the Highway Commission can make available funds for the widening and resurfacing of the remainder of the street. No further cooperation on the part of the Portland Electric Power Company in the expense of widening or repaving Sandy Boulevard will be required.

It is further understood that the Portland Electric Power Company will move power poles now and in the future at its own expense.

Please confirm this understanding by signing the attached copy of this letter.

Very truly yours,

R. H. Baldock

State Highway Engineer

RHB:KI

Approved:
Portland Electric Power Co.
Franklin T. Griffith
Pres.

[illegible] June 30, 1938
[illegible] copy [illegible] signature [illegible] 7/1/38

RECEIVED
JUN 27 1938
FOR FILING

FAP 301

June 25,1938.

Mr. Armond R. Bean,
Commissioner of Public Works,
Portland, Ore.

Dear Sir:

In answer to your inquiry of June 22nd, I beg to advise that the following is the Commission's contemplated program on Sandy Blvd:

1 - The Street is to be widened
2 - The distance will be 60' between curbs
3 - Entire length is not to be completed this year
4 - Section from 15th to 44th is to be completed
5 - Project was reduced to one-half because there insufficient state funds to match Federal allocations.

$220,000 project required $90,000 match money, of which we anticipated the Portland Traction Company would furnish $75,000 and the State $15,000.

The present $120,000 project requires $50,000 match money of which $25,000 will be furnished by the Portland Traction Company and $25,000 by the State. We are thus furnishing $10,000 more than we contemplated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

REFERRED TO
Mr. Smith

Please prepare
an answer.

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
EPARTMENT OF PUBLIC WORKS

RECEIVED
JUN 23 1938
OREGON
STATE HIGHWAY COMMISSION

June 22, 1938

178,000 = 1/2 amt

ock
Engineer

In re: Sandy Blvd.

having many queries as to whether any
ion has been reached by the Highway Com-
the program on Sandy Boulevard. The
tions are asked:

street to be widened?
what will be the distance between curbs?
(3) Is the entire length to be completed this year?
(4) If not, how much, from what street to what street?
(5) If one-half of the project is to be completed this year, why was it reduced to one-half?
(6) Original project was estimated at approximately $220,000 (Portland Traction Co. $60,000; Highway Commission $160,000). Now, if the Traction Co. furnishes $25,000, why should the Highway Commission cut the total for the project to $120,000? ($25,000 Traction, $95,000 Highway Commission). Why not $160,000 Highway, $25,000 Traction Co. or a total of $185,000 and finish that much more?

If you can give me the answers to the above, I can give out the proper information here and help avoid a misconception of the entire project by those interested in it.

Yours very truly,

Ormond R Bean
COMMISSIONER OF PUBLIC WORKS

225

B:M

220.000
90,000
Rap. 75,000
State 15.000

120.000
50.000
25,000

25,000

ORMOND R. BEAN
CITY COMMISSIONER

FRANKLIN L. DAVIS
CHIEF OF OPERATIONS

L. G. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
DEPARTMENT OF PUBLIC WORKS

RECEIVED
JUN 23 1938
OREGON
STATE HIGHWAY COMMISSION

June 22, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

In re: Sandy Blvd.

Dear Sir:

We are having many queries as to whether any definite decision has been reached by the Highway Commission as to the program on Sandy Boulevard. The following questions are asked:

(1) Is the street to be widened?
(2) If so, what will be the distance between curbs?
(3) Is the entire length to be completed this year?
(4) If not, how much, from what street to what street?
(5) If one-half of the project is to be completed this year, why was it reduced to one-half?
(6) Original project was estimated at approximately $220,000 (Portland Traction Co. $60,000; Highway Commission $160,000). Now, if the Traction Co. furnishes $25,000, why should the Highway Commission cut the total for the project to $120,000? ($25,000 Traction, $95,000 Highway Commission). Why not $160,000 Highway, $25,000 Traction Co. or a total of $185,000 and finish that much more?

If you can give me the answers to the above, I can give out the proper information here and help avoid a misconception of the entire project by those interested in it.

Yours very truly,

Ormond R Bean
COMMISSIONER OF PUBLIC WORKS

225

B:M

220.000
90,000
Rep. 75,000
State 15.000

120.000
50.000
25.000
25.000

RECEIVED
JUN 30 1938
FOR FILING

301

FA 301

June 24, 1938

Mr. B. A. Collier
Highway Division Engineer
Room 605, Weatherly Building
Grand Ave. & E. Morrison St.
Portland, Oregon

Dear Sir:

In connection with submitting copies of project statement to the Bureau of Public Roads for the proposed work on Sandy Boulevard, it is necessary that all intersecting and connecting railway tracks be indicated on the project statement map.

We are unable to supply this information from the records of this office, and it is, accordingly, our request that the missing data be supplied to the enclosed map between the project limits indicated, and the map then returned to this office.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
JUN 23 1938
FIL

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

File

RECEIVED
JUN 22 1938
OREGON
STATE HIGHWAY COMMISSION
POST OFFICE BUILDING
PORTLAND, OREGON

June 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of your June 20, 1938, letter with which you forwarded one copy of a typical cross section plan for the proposed resurfacing and widening work on Sandy Blvd. in Portland, Oregon F.A.P. 301. Please forward two more copies of the print at your early convenience.

Sent June 23

As Mr. Baldock was advised this morning over the phone, the proposed method of improvement is apparently satisfactory. We realize, with you, of course, that it is not perhaps the most desirable solution, but we agree with you that it is undoubtedly the best solution possible with the amount of funds available.

It is our understanding that due to settlement the street car rails present, at present, a broken profile. As pointed out by Mr. Baldock, this of course cannot be remedied by placing a negligible thickness of portland cement concrete over the rails in the low spots, but we do believe that this existing deviation from true grade should be corrected as much as possible with the levelling course.

P.S.& E. prepared on the basis of the above mentioned sketch will be recommended for approval when submitted.

Our files do not indicate that a project statement has been received for this work. Prompt submission of this document will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews

F. E. Andrews
Sr. Highway Engineer

RECEIVED
JUN 21 1938
FOR FILING

FAP 301

June 20, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For your preliminary information, we are sending herewith a typical cross-section plan for the proposed resurfacing and widening work on Sandy Boulevard.

It is proposed to receive bids for this project at a letting to be held on July 21st.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Encl.

FORM 2-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED

605 Weatherly Bldg.
June 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

I showed the test holes on Sandy Boulevard to Tom Davis, of the U.S.B.P.R., on Saturday, June 18th. They were dug at 35th and 44th Avenues. At each of these places the concrete over the ties was not as good as at 23rd, the opening which I showed you last Thursday. We used a compressor and pavement break-point and found it not very difficult to peel off the concrete and mortar down to the level of the top of the ties. The rails were not very much rusted.

From 28th St. east to 45th, the pavement adjoining the ties consists of a 5" concrete base with 3" asphalt top. From 16th to 28th, the pavement outside the track area is 5" asphaltic concrete on rock base.

Mr. Tom Davis agrees with me that if the rails must be left in, the best job can be done by removing bricks, concrete and pavement between the tracks down to the top of the ties and replacing with concrete base, 6" thick to the top of the rails. This base will be approximately 16' wide throughout the job and we will clean the rails so that the concrete will be in intimate contact and probably form some bond therewith. This concrete base will be better than an asphaltic base for the following two reasons.

(1) The concrete base on the concrete sleepers between the ties will perpetually span the tie spaces.
(2) This concrete slab will prevent the rails ever showing through the leveling course and wearing surface.

We can do this job within the $120,000 you mentioned.

Mr. Tom Davis seemed to think you were to talk further with him and send him a project statement.

Very truly yours,

E A Collier

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

450

450

566

450

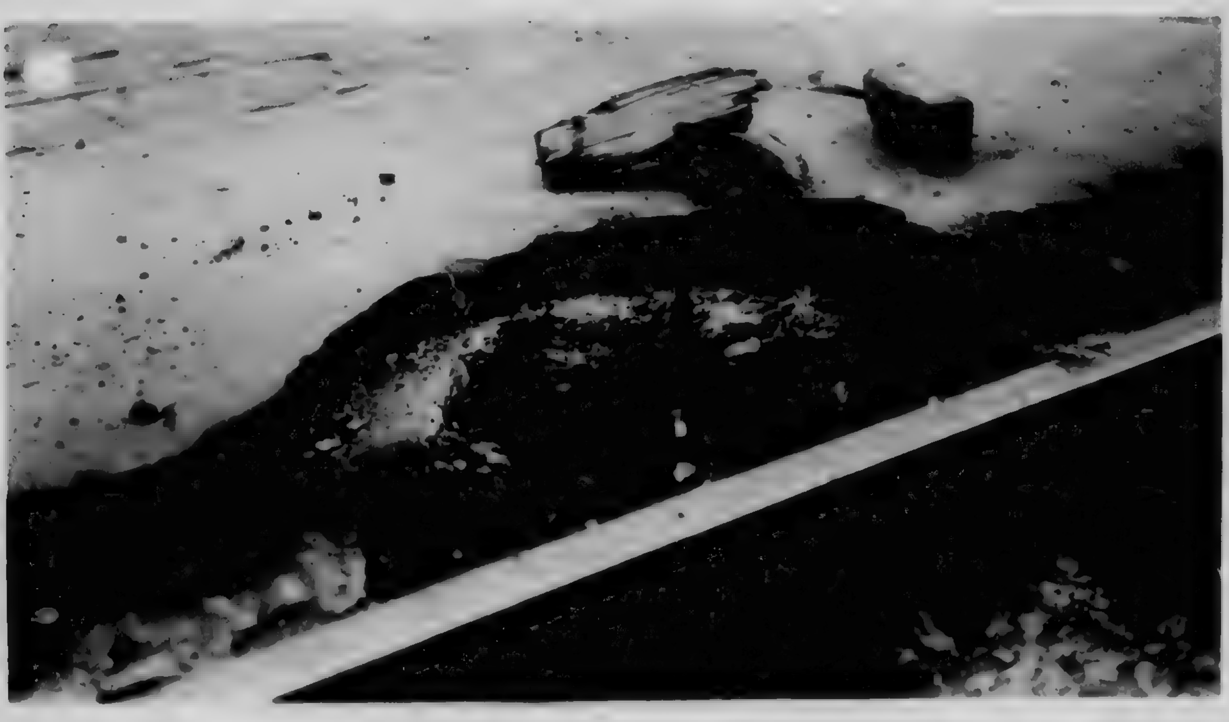
566

566

450

566

566



FORM 2-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

Bond
Project
Municipal

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
June 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Dear Sir:

In compliance with your request yesterday, you will find herewith a tracing showing typical cross-section on Sandy Boulevard. This is the actual section at the location of the test hole we dug Thursday. Please send me a blueprint.

I expect to have some more holes dug early tomorrow morning, one near 30th St. and one near 43rd St.

Very truly yours,

E A Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith
Encl.

FORM [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUN 17 1938
FOR FILING

June 16th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Skelley's office is getting quite worried about having sufficient time to work up the Sandy Boulevard project, and it occurred to me that you could submit the data in sections.

Work should be concentrated on the map so that it can be submitted as soon as possible. This would permit him to block out his Federal Aid Sheets and make a start on the project.

I would suggest that you keep in daily contact with the office work on the project to see that advantage is taken of every possible short-cut.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM S-A-1 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

June 11th, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
te Highway Engineer

Dear Sir:

Please submit plans and specifications immediately for the west half of Sandy Blvd. according to the scheme which you outlined recently.

Every effort should be made to get this in as soon as possible so that it can be let at the very earliest date.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 2-A-1 10M 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 21 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

301-A

OREGON STATE HIGHWAY COMMISSION
SALEM

June 7, 1938

IN REPLY PLEASE REFER TO FILE NO.
3k

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on June 2, 1938, considered the matter of resurfacing Sandy Boulevard in Portland.

The Commission decided to resurface this street from 15th Street to 45th Street at an estimated cost of $130,000. This work is to be done as a Federal Aid project and is to be financed with fiscal year 1939 Federal Aid funds. The Portland General Electric Company, Portland, is to contribute $25,000 of such expense, the State Highway Commission approximately $25,000 and the balance is to be paid with Federal Aid moneys.

NOTED
State Highway Engineer

The Commission's decision was based on a satisfactory solution of the matter of disposing of the company's streetcar rails and a satisfactory solution for the construction of the balance of the project easterly from 45th Street.

Very truly yours,

Secretary

HBG:AM

cc - Mr. H. G. Smith
Mr. S. H. Probert

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 11 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

321-A

June 7th, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

At the request of the Commission, I am submitting an estimate of cost for the grade separation at Sandy Boulevard and Thirty-ninth Avenue. A photograph of the perspective drawing is also attached.

These estimates have been prepared in the office of the City Engineer, Mr. Apperson, and the total cost of the job is estimated to be $175,000 for right of way and $290,000 for construction, a total of $465,000.

These estimates are sufficiently accurate to give the Commission some idea of the project, and I would not recommend that any surveys or studies be made by the Highway Commission themselves until such time as funds are in immediate prospect.

Very truly yours,

H. G. Smith
Construction Engineer

HGS:AR

cc to: H. B. Glaisyer

FO[illegible] 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

COPY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
[illegible] - 1938
OREGON
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
June 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

Your letter of June 1st asking for the estimate, map, and profile on the grade separation at Sandy Boulevard and 39th Avenue received. Mr. Apperson worked up plans on this in 1935.

Herewith a copy of his report, a print of the perspective sketch, and a white print, Scale 100', showing map and profile. I believe the estimate, map, and profile are sufficiently complete for your present purposes. Mr. Fowler has the estimate worked out in considerable detail and I could have a copy made if you should so desire.

He estimates the job at $175,000 for right of way and $290,000 for construction, total $465,000. He has suggested as a first unit the construction of the viaduct over the railroad and connection from N. E. Senate to N. E. Halsey St. only. Thirty-ninth St. is not a state highway and the construction of this viaduct would not materially help highway traffic. I, therefore, think it is not a suitable initial project for state construction.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:IP
CC R. H. Baldock

COPY

REPORT ON PRELIMINARY INVESTIGATIONS IN CONNECTION WITH N. E. 39TH AVE. CROSSING OF THE O.W.R.R. & N. & SANDY BLVD.

In response to numerous requests from property owners along N.E. 39th Ave. and from the Hollywood Boosters Club and the Rose City Park Lions Club, and in order that information may be available for the State Highway Commission and the Federal Government in case funds may become available for construction work along this street, I am submitting herewith for consideration estimates and plans showing a possible development at N.E. 39th Ave. and Sandy Blvd. to properly handle the 39th Ave. traffic and relieve the congested condition at the present viaduct on N.E. 37th Ave. and Sandy Blvd.

The State Highway Department and Federal Government have now designated Union Avenue and 82nd Avenue as cross-town streets in connection with their highway system. The distance between these streets, which run parallel, is approximately four miles. It would therefore seem logical that an intermediate street should be designated to handle the heavy cross-town traffic. Thirty-ninth Avenue is approximately half way between these streets and would appear to be a very desirable location for this intermediate street. It is now a dedicated street for most of the distance from the southerly city limits to Columbia Boulevard, which is an arterial street along the northerly boundary of the city limits. It would appear advisable that a future connection should be made from the southerly city limits to the East Side Super Highway. Portions of this street at the present time are only 50 to 60 feet in width, and in order to make an arterial street should be widened. One of the most needed improvements along this street for immediate construction should be a crossing over the O.W.R.R. & N. Co. tracks at N.E. 39th Ave.

I have had prepared and am attaching hereto a picture showing a proposed development for future construction at this location. This plan calls for the construction of a viaduct across the railroad tracks with an underground passage under Sandy Boulevard and Broadway, and coming to grade at Hancock Street. It will be noted that if the funds were not available for the entire construction at one time, it would be possible to build the viaduct and make connection to Sandy Boulevard, and at some future time build the undercrossing. I do, however, believe that some plan for future development at this location should be adopted and the right of way secured, or perhaps set back lines established, which would make the property available when needed for street purposes.

I have estimated that the completed project will cost approximately $175,000 for right of way and $290,000 for construction, making a total cost of $465,000. As stated above, it would be possible to handle the first unit of this construction by building the viaduct, and acquiring the right of way between N.E. Halsey Street and N.E. Sandy Blvd. at an estimated cost of $50,000, and a construction cost of $90,000, making a total cost of the first unit of construction, $140,000.

In order that the property owners in the Hollywood District may have some idea of the approximate assessment which it would be necessary to levy in case a local assessment district were formed under the recently enacted legislation allowing districts to be bonded for forty years, I have assumed an assessment district covering the same territory as included in the special Hollywood fire district, as shown on the attached map. There are approximately 150 standard 50x100' lots in this district, the total assessed value of the land being $459,000, and the improvements $221,000, making a total assessed value of $680,000. Assuming the bonds were issued for forty years with an equal assessment being made each year and with an annual interest rate of 5%, the average assessment per $1,000 of assessed value for securing the right of way for the first unit which costs $50,000 would amount to $2.68, or if the right of way were secured for the total improvement at a cost of $175,000, the average cost per $1,000 of assessed value per year would amount to $12.86.

The above figures are merely compiled so that the interested property owners may have some idea as to the cost for a small district as above outlined with no idea in mind that this will be the final district as decided upon to pay the cost of this improvement.

In order to make the studies complete at this location, we have also given consideration to an overhead crossing starting at Senate Street, carrying the through traffic overhead across the O.W.R.R. & N. tracks and overhead across Sandy Blvd. and Broadway coming to grade at Hancock Street. I am attaching hereto a photograph showing a possible development of this nature. However, it appears at this time that the underground crossing is preferred by the property owners in this district.

Respectfully submitted,

L. G. Apperson (Signed)
8-7-35
CITY ENGINEER

LGS CH

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

June 1st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

NOTED
State Highway Engineer

Dear Sir:

Mr. Apperson has several perspective drawings showing the grade separation at Sandy Boulevard and Broadway on Northeast Thirty-ninth Avenue. I believe the City at present favors an underpass although both an over and underpass have been studied. It is also desired to have an estimate of cost of the project.

If Mr. Apperson's plans are not in sufficient detail to make this estimate of cost, you may submit a survey order and have Kirkwood prepare the map and profile.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM-S-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

REC[illegible]ED
1938

05 Weatherly Bldg.
May 31, 1938

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

At the request of Mr. McCullough I have prepared an estimate for approximately one-half of the Sandy Boulevard resurfacing project. This would extend from 15th St. to 45th St., which includes the Hollywood congested district. By referring to the chart prepared about two weeks ago, you can see the various existing widths on Sandy Boulevard.

Mr. McCullough said that Mr. Cabell thought it might be possible to get one-half the project on, should it prove impossible to do the whole job at this time.

This estimate is necessarily rough, but I believe a good job can be done for approximately $128,000 from 15th to 45th Sts.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
cc R. H. Baldock
C. B. McCullough
Encl.

Mr Baldock

R. A. Collier
May 31, 1938

ENGINEER'S ESTIMATE

SANDY BOULEVARD RESURFACING

From 15th St. to 45th St.—Length 10,100 ft.—New width 60 ft.
Remove rails, ties, bricks and present curbs.
Construct new curbs 60 ft. apart throughout.
Place rock base in old tie space and under pavement widening.
Place asphaltic concrete 5 in. thick on track area and widening.
Place cutback wearing surface full 60 ft. width of street.

* * * * * *

1.	Remove brick and old pavement down to ties	19,000 sq. yd.	@ $	.50	$ 9,500.00
2.	Remove rails (Salvage value will equal cost $2,000)				
3.	Remove ties	10,000 ties	@	.90	9,000.00
4.	Remove curbs	16,000 lin.ft.	@	.15	2,400.00
5.	Excavation	3,600 cu. yd.	@	.50	1,800.00
6.	Construct curbs and 2-ft. gutters	16,000 lin.ft.	@	.90	14,400.00
7.	Construct catch inlets	35 each	@	16.00	560.00
8.	Adjust manholes	30 each	@	8.00	240.00
9.	Rock Base	3,500 cu. yd.	@	1.50	5,250.00
10.	Class C Asphaltic Concrete	4,100 tons	@	5.00	20,500.00
11.	Class A & B Asphaltic Concrete	6,800 tons	@	5.00	34,000.00
12.	Cutback Wearing Surface	3,800 tons	@	5.00	19,000.00
					$116,650.00
	Plus 10% for Engineering and Contingencies				11,350.00
				TOTAL	$128,000.00

3a

April 25, 1938

Mr. Franklin T. Griffith, President
Portland General Electric Company
Electric Building
Portland, Oregon

Dear Sir:

Since our conference in your office with relation to the manner of paving Sandy Boulevard, I have come to the conclusion that it would be wasteful and extravagant to expend funds in the manner that you suggest.

As I recall, the entire project would cost from $200,000 to $225,000. Adequate construction of the street area occupied by the tracks of the Portland General Electric Company represents an expenditure of $75,000. In addition to this, you will have to bear the maintenance of this section of street for a ten-year period according to our understanding. Moreover, the widening of the street will eliminate the most of the hazard of operation and speed up your bus schedules.

At the time of the meeting, you were advised that if you would make available to the State Highway Commission the sum of $75,000, the Commission would agree to widen and pave the entire street from N. E. Davis to Eighty-second. You replied that you did not have the requisite funds. In order that this work may be done properly, we now offer to do the work we discussed, provided you make a contribution of $50,000.

Your early attention to this matter would be appreciated.

Very truly yours,

Chairman

OREGON STATE HIGHWAY COMMISSION
[illegible] DEPARTMENT
SALEM

April 25, 1938

Mr. Franklin T. Griffith, President
Portland General Electric Company
Electric Building
Portland, Oregon

Dear Sir:

Since our conference in your office with relation to the manner of paving Sandy Boulevard, I have come to the conclusion that it would be wasteful and extravagant to expend funds in the manner that you suggest.

As I recall, the entire project would cost from $200,000 to $225,000. Adequate construction of the street area occupied by the tracks of the Portland General Electric Company represents an expenditure of $75,000. In addition to this, you will have to bear the maintenance of this section of street for a ten-year period according to our understanding. Moreover, the widening of the street will eliminate the most of the hazard of operation and speed up your bus schedules.

At the time of the meeting, you were advised that if you would make available to the State Highway Commission the sum of $75,000, the Commission would agree to widen and pave the entire street from N. E. Davis to Eighty-second. You replied that you did not have the requisite funds. In order that this work may be done properly, we now offer to do the work we discussed, provided you make a contribution of $50,000.

Your early attention to this matter would be appreciated.

Very truly yours,

Chairman

FORM 2-T-1 5M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

April 8, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Office Building

NOTED
State Highway Engineer

Dear Sir:

In conversation with Mr. Pumfrey of the Portland Traction Company, yesterday, in regard to other matters, he expressed some concern as to the proposed widening of Sandy Boulevard.

It seems that they have recently installed a trolley line system for trolley busses and if the street is widened it will mean a considerable expenditure of money on their part to re-vamp their lines.

The above is written for your information. I am not certain but believe that the Traction Company is under obligation under their franchise to defray the expenses of re-vamping the lines. However, it might be well to determine just what the situation is in this regard.

Very truly yours,

John Beakey

John Beakey
Traffic Engineer

JB:JJ

2-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
E. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

505 Weatherly Bldg.
March 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Your letter of March 5th received asking for a map with approximate estimate of resurfacing Sandy Boulevard worked up to Federal Aid standards and to be submitted as soon as possible. I have talked with Mr. Tom Davis a couple of times on the phone this week and he is to go over it with me early next week, perhaps Monday the 14th. Mr. Davis thinks the U.S. Bureau of Public Roads will object to leaving rails and ties in, as the wood will rot in time and produce uneven settlement and disintegration of the pavement over them. He says on 4th Avenue it was required that ties and rails be removed and that although some ties were left in at Milwaukie the regional office seriously objected to this. The minimum thickness of resurfacing at the center would be not less than 1", Mr. Davis said.

Mr. Breske of the City Engineer's office has made an estimate for the resurfacing of Sandy Boulevard from Davis St., near 15th, where the streetcar tracks enter Sandy, east to the east line of 74th Avenue, where the concrete pavement begins, a total distance of approximately 19,000 lineal feet. His estimate is:

Outside the streetcar track area	72,600 sq. yds.
Inside the streetcar track area	30,700 sq. yds.
Total	103,300 Sq. Yds.

I have been advised by Engineer Pumfrey that the streetcar track area to be resurfaced amounts to 33,300 sq. yds., but this estimates to 82nd St. I am sending you by express the white prints obtained from the city for Sandy Boulevard. On most of these sections, the width of pavement is not shown, but I believe the sq. yd. estimate above is reasonably accurate. Your Planning Survey has made city maps of Portland which show the type of surface but not the width. If you do not need the white prints, please return them as they will be useful in working up plans.

I have estimated that a simple resurfacing course can be laid for $5 per ton, which will figure 75¢ per sq. yd. for 2" thickness. I believe this thickness is ample and that 75¢ per sq. yd. will easily cover the cost of resurfacing all of the area outside of the streetcar area.

Please note that the superintendent of the Portland Electric Power Co. is Mr. W. H. Lines, not "Lyons".

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FO [illegible] A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 5th, 1938

Mr. E. M. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

Please submit map with approximate estimate of resurfacing that portion of Sandy Boulevard covered in your letter of February 17th. This project should be worked up to Federal Aid standards with the amount of resurfacing which they will demand, and it would seem that this would necessitate a much greater depth of surfacing than the Portland Electric Power Co. contemplates using.

Mr. Baldock wishes this as a preliminary estimate so that he can discuss the matter with Mr. Lyons, and it should be submitted as soon as possible.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 3-6-1 1M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.

RECEIVED
1938
OREGON
STATE HIGHWAY COMMISSION

February 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
[illegible] Engineer

Dear Sir:

A few days ago you asked me to find out from the Portland Electric Power Company how much in funds they had allocated for resurfacing their track area on Sandy Boulevard this year. Engineer Pumfrey states the area to be resurfaced amounts to 33,328 sq. yds. for which they had a figure of 67¢ per sq. yd. for Amiesite resurfacing from the Cascade Construction Company last fall.

They are obtaining another figure from the paving company at this time. They figure their cost will be around $21,000. Mr. Pumfrey states their company is short on funds, that they do not have to resurface under the terms of their charter for approximately three years yet, but they are favorable to doing this work on Sandy and he has talked to Supt. Lines, who suggests that he would like to have you talk to him sometime when you are in Portland.

Very truly yours,

E. A. Collier
E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC H. G. Smith

CONTRACT# [redacted] 2097

FAS 17-A(1) Malone-California Line Sec.,
Whitney Co. Road

2097

RECEIVED
[illegible] 1945
FOR FILING

FAS 17-4

September 7, 1945

Honorable U. E. Reeder
County Judge of Klamath County
Klamath Falls, Oregon

My dear Judge:

This office is in receipt of a letter under date of August 13 from Mr. T. R. Davis, District Engineer, Public Roads Administration, Portland, from which I quote as follows:

"Maintenance inspection of Oregon FAS project 17-4, Whitney Road, Malone to California line section, was made on July 13th.

"The report of inspection states that the bituminous surface is cracked on the edges and from its dry, brown appearance seems to be in need of a seal. The bituminous mat at the railroad crossing is cracked and rough."

We realize that during the past several years due to the shortage of men, equipment and materials, it has not been possible to maintain the county roads to the standard that is usual for Klamath County. However, next year the situation should be greatly relieved, and it would be much appreciated if the resealing of this project can be included in Klamath County's road budget for 1946, in order that the road may be placed in good condition, thus complying with the agreement executed by Klamath County and the State Highway Commission under the terms of which Klamath County agreed to maintain the road after it was constructed, to the satisfaction of the Public Roads Administration and the State Highway Commission.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc Mr. Wally H. Hector
County Engineer of Klamath County
Klamath Falls, Oregon

xxxxxxxxxxxxx
Division 8

August 13, 1945

RECEIVED
AUG 14 1945
OFFICE OF
MAINTENANCE ENGINEER

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Maintenance inspection of Oregon FAS project 17-A, Whitney Road, Malone to California line section, was made on July 13th.

The report of inspection states that the bituminous surface is cracked on the edges and from its dry, brown appearance seems to be in need of a seal. The bituminous mat at the railroad crossing is cracked and rough.

Since to our knowledge this mat has not been sealed in the seven years since construction, it is suggested that Klamath County be asked to include this in their next year's program.

Very truly yours,

T. M. DAVIS
District Engineer

REFERRED TO
Collier
by Asst. State Highway Engineer

RECEIVED
AUG 14 1945
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 3 1940
FOR FILING

FAS 17-D-1

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem
September 3, 1940

Subject: Maintenance of Whitney Road - Klamath County

To: Mr. C. B. McCullough
Assistant State Highway Engineer
Office

Dear Sir:

Herewith I return Record of Assignment No. 872, relative to maintenance of a section of the Whitney Road in Klamath County.

Herewith letters from Mr. W. H. Lynch, Mr. J. N. Bishop and Mr. Frank Z. Howard, County Engineer of Klamath County. This indicates that the maintenance matters referred to in Mr. Lynch's letter have been corrected.

I am writing Mr. Lynch's office, enclosing a copy of Mr. Howard's letter.

Will you please return the attached correspondence for my files. ✓

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:ME

Encl.

File

17-a-1

SUMMARY OF COMPLETED FEDERAL AID WORK

MALONE-CALIFORNIA LINE SECTION

PROJECT NO. FAS 17-A (1)

Item	Code No.	Rdwy. Width	Total Cost	FAS Funds	Length
Roadway (Sta. 0+10 to 47+00) (Sta. 55+00 to 88+00)	483	20	$8,995.00	$5,385.00	1.513

RECEIVED
SEP 2 1939

FAS 17-A-1

September 1, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

We refer to your letter of August 14th, concerning Federal Secondary Highway Project FAS 17-A (1).

This will advise that the construction of the proposed new bridge over Lost River has been fully and satisfactorily completed, the work having been done by Klamath County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 15 1939
State Highway Commission

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

August 14, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The final voucher covering Federal participation in Oregon FAS 17-A (1), Klamath County, now being before us, it is noted that approval was originally conditioned upon reconstruction of a timber bridge over Lost River.

We understand that this reconstruction has been accomplished, but to clear our records we will appreciate a letter from you stating that fact.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

#2097

5

RECEIVED
NOV 30 1938
FOR FILING

7a✓ 11-2-1

November 30, 1938

Hartford Accident & Indemnity Company,
E. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2097 for the construction of the Malone-California Line Section of the Whitney County Road in Klamath County, has been completed by the contractor, Clifford A. Dunn, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 9, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $8,382.63, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 5-A-1 10M 5-38

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

November 14, 1938.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

At the time the Whitney Road Project was contracted only abbreviated plans were made up. It is now necessary to submit complete plans to the Bureau of Public Roads. Will you please furnish this office at your earliest convenience a map showing alignment and curve data, right of way, fences, etc.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 17-2-1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938

November 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAS 17-A (1), Whitney Road, was made by a representative of this office on October 28, 1938. Prompt submission of the final voucher will be appreciated.

Prior to or with the voucher, please submit detail plan and profile sheets supplementing the abbreviated plans now in our possession.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

Im

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 124
IN YOUR REPLY PLEASE REFER TO FILE No. Oregon FAS 17-A (1)
Malone-California State Line section
Whitney Road

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the __________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

A4pr 36049

Form P. R. 2

State Oregon

Fed. Aid Secondary

Project No. FAS 17-A(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 19th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 7 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 7th day of May, 1938, a project statement, which was approved by the Secretary on the 15th day of July, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 6th day of July, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of five thousand, seven hundred thirty and 00/100 dollars ($5,730.00) as the share of the United States payable under said act on account of Section A(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+10 near the NW corner Section 8, T. 41 S., R. 11 E., W. M., and survey station 88+00 on the west line of the SW 1/4 Section 17, T. 41 S., R. 11 E., W. M., (Excepting therefrom that portion between survey station 47+00 and survey station 55+00)

, length 1.513 miles, in Klamath County, being Section A(1) of Oregon Fed.Aid Secondary project No. FAS 17, consisting of 1.513 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of five thousand, seven hundred thirty and 00/100 dollars ($5,730.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of nine thousand, three hundred seventy-nine and 00/100 dollars ($9,379.00), the approved total estimated cost of Section A(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. ~~The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and~~ November 9, 1921, out of funds which have been or will be made available therefor ~~by said State in the manner herein set forth, to wit:~~ Said project will be maintained in compliance with said acts of July 11, 1916 and November 9, 1921 by Klamath County, pursuant to its agreement with the Highway Department, dated June 15, 1938.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of OCT 19 1938, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ....

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L Tou Velle

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By W J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—8518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Secondary Project No. FAS 17-A(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 9,379.00 as the total estimated cost of said project, and the sum of $ 5,730.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 19 1938 one thousand nine hundred and thirty-eight

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4000

RECEIVED
OCT 8 1938
FOR FILING

FA-X 17-A-1

October 4, 1938

Hon. County Court of Klamath County
Klamath Falls, Oregon

Gentlemen:

This is to advise that the Malone-California Line Section of the Whitney Road, a Federal Aid Secondary Highway Project, 1.51 miles in length, has been completed by the contractor and is being turned over to the county for maintenance, under the terms of an agreement executed by the Klamath County Court and the State Highway Commission June 15, 1938. This agreement provides that the county shall make proper provision each year for the maintenance of the project, and that it shall be maintained in a manner satisfactory to the State Highway Department and the Secretary of Agriculture.

Very truly yours,

State Highway Engineer

cc Mr. W. H. Lynch
Mr. W. E. Chandler

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 [illegible] 38
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

77 A 17-1

September 28th
1938

Mr. R. H. Baldock
State Highway Department
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of the 27th instant relative to Price Agreement #1 on the MALONE-CALIFORNIA LINE section, Whitney County Road project covering the purchase of 4.27 tons of SC-6 road oil. We call your attention to the closing paragraph of Resident Engineer Weaver's letter of September 15th which accompanied the final records sent to your office on September 20th in which he stated:

> "Due to increase of asphalt in Road Mix and seal (latter being increased by 50% on orders of Laboratory Inspector) after asphalt had been ordered, it was necessary to purchase additional oil for sealing. The purchase of the additional oil - (SC-6, which had the approval of the laboratory) has been covered by price agreement, which is being forwarded as a part of the final records."

The contractor requested the use of SC-6 after the four carloads of RC-3 had been exhausted. The 1,000 gallons required to complete the sealing of approximately one-half of a mile of the project comprised a small portion of a carload which the contractor had purchased in conjunction with oiling work which he was performing for the City of Klamath Falls.

Mr. Weaver stated that due to the fact that they rather suddenly found out that they would be some one thousand gallons short and due also to the fact that it is difficult to get a shipment of 1,000 of RC-3, he contacted the laboratory as to their recommendations. They stated that the SC-6 would be satisfactory. This office then recommended the change.

The price agreement was required in order that the State could receive the benefits of the saving between the price of RC-3 and the SC-6.

I had little questioned the results that would be obtained by the use of SC-6 as we have used it on many seals this year which were an O-31 and have had excellent results. We have had some direct comparison with RC-3 and SC-6 and the SC-6 has been its equal, or better, in each case. I a m advised by Mr. Weaver that from the completed job it is impossible to tell from the road which is RC-3 and SC-6.

RECEIVED
9-29-38
1938

I hope this change will make no difference in the final acceptance of the project. In the future such alterations will be submitted to you.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

#2097

RECEIVED
SEP 28 1938
FOR FILING

4A. S17-A-1

September 27, 1938

Hartford Accident & Indemnity Company,
T. B. Watters, Agent,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Clifford A. Dunn on Contract No. 2097, Malone-California Line Section of the Whitney County Road in Klamath County. This payment will be made on or after October 7th, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAS 17-A (1),
Malone-California Line,
Whitney Road.

September 12, 1938

RECEIVED
SEP 16 1938
FOR FILING

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Tor

FORM 5-B-1 2500 4-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 1[illegible] 38
FOR FILING

September 12th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

We are this date in receive of advice from Resident Engineer Weaver that no regular monthly estimate will be submitted on Contract #2097 MALONE-CALIFORNIA LINE project as the semi-final estimate will be sent in within the next week.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

[illegible]S:f

cc-Mr. R. H. Baldock ✓

Form [illegible]—5M—6-37

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

FAS 17-A (1.)

For Week Ending Sept. 9, 1938

Section Malone-California Line

Kind of work Surfacing

Highway Whitney County Road

Section prefix 218-1019

Contractor Clifford A. Dunn

Contract number 2097

Date of contract July 28, 1938

Date of completion Sept. 15, 1938

Date work started Aug. 22, 1938

Estimated date of completion Sept. 10, 1938

Amount of contract $8527.00

Per cent of time elapsed 95 %

Estimated cost of completed project, exclusive of engineering $8868.08

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $180.00, 2 %

Date project was completed Sept. 10, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on this project will be completed today and the semi-final estimate will be forwarded as soon as possible.

NOTED
[illegible] HACKETT

Signed

Address Box 838, Klamath Falls, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project				1.51	
Miles partially completed				1.51	
Miles completed				1.51	
Total estimated quantities				2300	
Estimated quantities moved or placed to date				2300	
Average daily quantities				104	
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				21	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM						
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES	CONTRACTOR'S KEY MEN, ETC.	TOTAL
Men					Supervision		2
Men and teams					Skilled		3
Men and trucks under 3 tons					Intermediate		4
Men and trucks over 3 tons					Unskilled		12
Men and tractors							
					Total		21

Equipment used during week: Shovels 1, Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., Power Blades 2, Trucks 6 . ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

RECEIVED
AUG 19 1938
FOR FILING
7C J 17 A 1

August 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Malone-California Line Section, Project No. FAS 17-A (1).

The net length given on the previous estimate was in error on account of only excluding the bridge, while the special provisions provide for no work to be performed between Stations 47+00 and 55+00. The length is shown correctly in the agreement estimate.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 17-A (1)

MALONE-CALIFORNIA LINE SECTION OF
THE WHITNEY ROAD IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 4, 1938

Roadway (Sta. 0+10 to 47+00) (Sta. 55+00 to 88+00)

500	cu. yds.	Gravel Shoulders	$0.40	$ 200.00
2,400	yd. mi.	Hauling Shoulder Materials	0.10	240.00
300	M-Gals.	Sprinkling	1.25	375.00
1.51	miles	Preparation of Base	300.00	453.00
1,800	cu. yds.	Mineral Aggregates	1.25	2,250.00
5,500	yd. mi.	Hauling Mineral Aggregates	0.10	550.00
1.51	miles	Mixing and Finishing	900.00	1,359.00
140	tons	Light Cutback Asphalt in Place	20.00	2,800.00
			Sub-total	$ 8,527
			10% Engr. & Cont.	852
			Total	$ 9,379

Length of Roadway	1.513 miles
Length, Sta. 47+00 to 55+00 (Exception)	0.151 mile
Total Length	1.664 miles
Cost per mile, roadway	$6,198

FAS Funds Requested- -	$ 5,730
State Funds- -	3,649
	$ 9,379

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
Funds for Maintenance: See agreement executed by County on June 8, 1938, and by the State Highway Commission on June 15, 1938.

RECEIVED
AUG 13 1938
FOR FILING

20-X 17-(1)(1)

August 11, 1938

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express a fully executed copy of Contract No. 2097 which was awarded you by the State Highway Commission on July 28, 1938, for the surfacing of the Malone-California Line Section of the Whitney County Road, in Klamath County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

#2097

RECEIVED
AUG 3 1938
FOR FILING

70 X 17-2

August 3, 1938

Mr. Clifford A. Dunn,
Box #451,
Klamath Falls, Oregon.

Dear Sir:

We are returning to you by express the four copies of contract No. 2097, Malone-California Line Section in Klamath County, which was awarded to you on July 28, 1938.

You are advised that it will be necessary for an authorized resident agent to sign each copy of the bond furnished in connection with this contract before it will be acceptable. Will you kindly have this done and return all four copies to this office.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 1-84 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 1 1938
FOR FILING

705-17-0 (1)

RECEIVED
1 - 1938
OREGON

July 30th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pending your approval, we have assigned J. B. Weaver the residency of the MALONE-CALIFORNIA LINE section of the Whitney County Road project, Clifford Dunn's Contract #2097.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

NOTED
Highway Engineer

RECEIVED
AUG 1 1938
FOR FILING

7a X 17 a (1)

July 29, 1938

Mr. Clifford A. Dunn
Box 431
Klamath Falls, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2097 which was awarded to you on July 28, 1938, by the State Highway Commission covering 1.51 miles road mix surfacing on the Malone-California Line Section of the Whitney County Road, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provisions under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 8 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

AM

RECEIVED
DEC 9 1938
FOR FILING
7a&11-a-1

July 28, 1938

Mr. Clifford A. Dunn
Klamath Falls, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 1.51 miles road mix surfacing on the Malone-California Line Section of the Whitney County Road, in Klamath County. This award was based on your low bid of $8,527.00 submitted on July 21, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

JMc:MC

Secretary

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM X	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired: otherwise message will be transmitted as a full-rate communication.

COPY OF
WESTERN UNION TELEGRAM

SALEM OREGON
JULY 28, 1938

MR. CLIFFORD A. DUNN
KLAMATH FALLS, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING MALONE CALIFORNIA LINE SECTION OF WHITNEY COUNTY ROAD IN KLAMATH COUNTY BASED ON YOUR BID SUBMITTED JULE TWENTY FIRST CONTRACT FORMS FOLLOW SHORTLY

H.B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

RECEIVED
JUL 29 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE REFER TO FILE No. FAS 17

July 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on July 15, 1938, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 17, involving the improvement of 1.8 miles of the Malone-California Line section of the Whitney Road between a connection with Project 34 at the west line of Section 8, T. 41 S., R. 11 E. and the California Line at the west line of Section 17, T. 41 S., R. 11 E., in Klamath County.

The project was approved subject to the condition that the railroad grade crossing within the limits of the project be eliminated or adequately protected in accordance with the requirements of General Administrative Memorandum No. 7.

Bishop notified July 29th

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

1217-K

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

RECEIVED
JUL 29 193
FOR FILI

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

FaS 17-a

SALEM, OREGON
JULY 28, 1938

W. M. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(19)

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRH38 25 GOVT=PORTLAND ORG 28 1207P

R H BALDOCK=
=STATE HIGHWAY ENGINEER

1938 JUL 28 PM 12 27

THIS CONCURS IN AWARD OF CONTRACT AS OF THIS DATE FOR OREGON FAS 17-A (1) MALONE CALIFORNIA LINE TO CLIFFORD A. DUNN LOW BIDDER=

LYNCH.

REFERRED TO
By State Highway Engineer

FAS 17-A (1).

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
JUL 29 193
FOR FILI

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

7a L 17-d

SALEM, OREGON
JULY 28, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE CONTRACT FOR MALONE CALIFORNIA LINE PROJECT WILL BE AWARDED TODAY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 26
FOR FILING

Fa S 17-a

July 25, 1938

IN REPLY PLEASE
REFER TO FILE No.

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Attention: Mr. T. M. Davis

Dear Sir:

Herewith one copy of an agreement executed by the Highway Commission and the County Court of Klamath County in which the county agrees to construct a bridge over Lost River on the Whitney Bridge Road, Project FAS 17-A (1); also, three copies of a resolution relative to traffic and encroachments and three copies of an agreement whereby the county agrees to maintain this project after it has been constructed, also, to furnish a right of way of not less than 60 feet in width.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

Oscar Cutler
Asst. Office Engineer

OC:MK

Encl.

cc Mr. J. W. Nash

Jon

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 1[illegible] 1938
FOR FILING

Projects

July 18th
1938

7a 517-att

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the MALONE-CALIFORNIA LINE section, 1.51 miles of roadmix surfacing:

Item No.	Item				Unit Price		Amount
1.	Gravel Shoulders	500	cu. yds.	@	0.45	$	225.00
2.	Hauling Shoulder Mat.	2,400	yd. mi.	@	0.12		288.00
3.	Sprinkling	300	M-Gals.	@	2.00		600.00
4.	Preparation of Base	1.51	Miles	@	200.00		320.00
5.	Mineral Aggregates	1,800	cu. yds.	@	1.00		1,800.00
6.	Hauling Mineral Aggregate	8,500	yd. mi.	@	0.12		1,020.00
7.	Mixing and Finishing	1.51	miles	@	1,000.00		1,510.00
8.	Light Cutback Asphalt in Place	140	tons	@	25.00		3,500.00
	Total Amount of Estimate					$	9,263.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
AUG 19 1938
FOR FILING
[illegible]

July 7, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

This is to give you our assurance that the grade crossing at Station 21+80, of the Malone-California Line Section, will be provided with reflectorized advance warning signs and reflectorized cross buck grade crossing signs, in accordance with the requirements set forth in General Administrative Memorandum No. 7, issued by Mr. MacDonald on May 10th, 1937.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

RECEIVED
AUG 19 1938
FOR FILING

RECEIVED
[illegible] -1938
[illegible] COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 6, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. submitted for the oiling of the Malone-California Line Section of the Whitney Road appear satisfactory and are being recommended for approval, subject to review and final approval by the Chief Engineer of the Bureau. This is your authority to advertise for bids.

As only abbreviated plans were submitted, it will be necessary to submit supplementary plan and profile sheets prior to payment of the final voucher.

Reference is made to your letter of July 1, 1938, concerning the excepted bridge over Lost River on this project. Although we are authorizing advertising in order not to delay bid opening past a date which would prevent the completion of oiling operations this year, we do not feel we can concur in any award until we have a definite commitment for the replacement of this bridge. In order to complete the record we should have, prior to recommendation of the agreement estimate, a statement that the installation of the signs at the grade crossing on the project in accordance with your letter of May 28, 1938, will be placed concurrent with the work now recommended.

Very truly yours,

21 + 80

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

Copy to Cutler

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

STATE Oregon

PROJECT NO. FAS 17
(Not to be filled in)

RECEIVED
AUG 19 1938
FOR FILING
FC-L 17

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) May 7, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Malone-California Line Section, Whitney Road

2. Between ~~control points or general description~~ a connection with Project No. 34 at W. line Sec. 8, T. 41 S., R. 11 E. and the Calif. Line ~~and~~ at E. line Sec. 17, T. 41 S., R. 11 E.

3. Between intermediate control points if used: and

County of Klamath

4. Length in miles (gross) 1.8 (net) 1.8

5. Preliminary estimate of cost: Total, $ 12,000; section of road to be first improved, $ 12,000, of which $ is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State: (Amount.)

Current Income: Chap. 173, laws 1917; Chap. 31, laws 1920
(Source; refer to statute.)

(b) County (Amount.) (Source; refer to statute.)

7. Funds for maintenance to be provided by State or County, from the following
(State or (and) county.)

sources: Chap. 175, laws 1917; Chap. 31, laws 1920
(Refer to statute.)

8. Official, officials, or depository authorized by State law to receive public funds of the State and designated by the State Highway Department to receive Federal funds for this project: Treasurer of the State of Oregon

9. Names of State and Federal Engineers making Route Report, and full title of report accompanying this Project Statement:

10. Places on the project having a population of 2,500 or more as shown by the latest Federal census:

11. Additional remarks:

Assurance is given that the foregoing information concerning the project herein described is known by the State Highway Department to be correct, and that all of the provisions of the State laws affecting the power and authority of the State Highway Department to cooperate with the Federal Government in the construction of this project have been fully complied with.

Respectfully submitted,

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department.)

By

As Chairman
(Title of officer.)

By

As Commissioner
(Title of officer.)

By

As Commissioner
(Title of officer.)

Bureau of Public Roads
U. S. Dept. of Agr.

State Oregon

Project No. FAS 17

C E R T I F I C A T E

That the road embraced in project statements will become a part of the designated system or group of secondary or feeder roads and is not a potential addition to the Federal-aid highway system within a reasonable interval.

(Date) May 7, 1938

THE SECRETARY OF AGRICULTURE
Washington, D. C.

Sir:

Certification is hereby made that, by every reasonable prospect, the road for which this project statement is submitted will be a part of the system or group of secondary or feeder roads to be selected under the provisions of Section 4 of the Rules and Regulations approved February 9, 1937, and that it is not a potential addition to the Federal-aid system within a reasonable interval.

OREGON STATE HIGHWAY COMMISSION

I concur.

By____________________
As Chairman

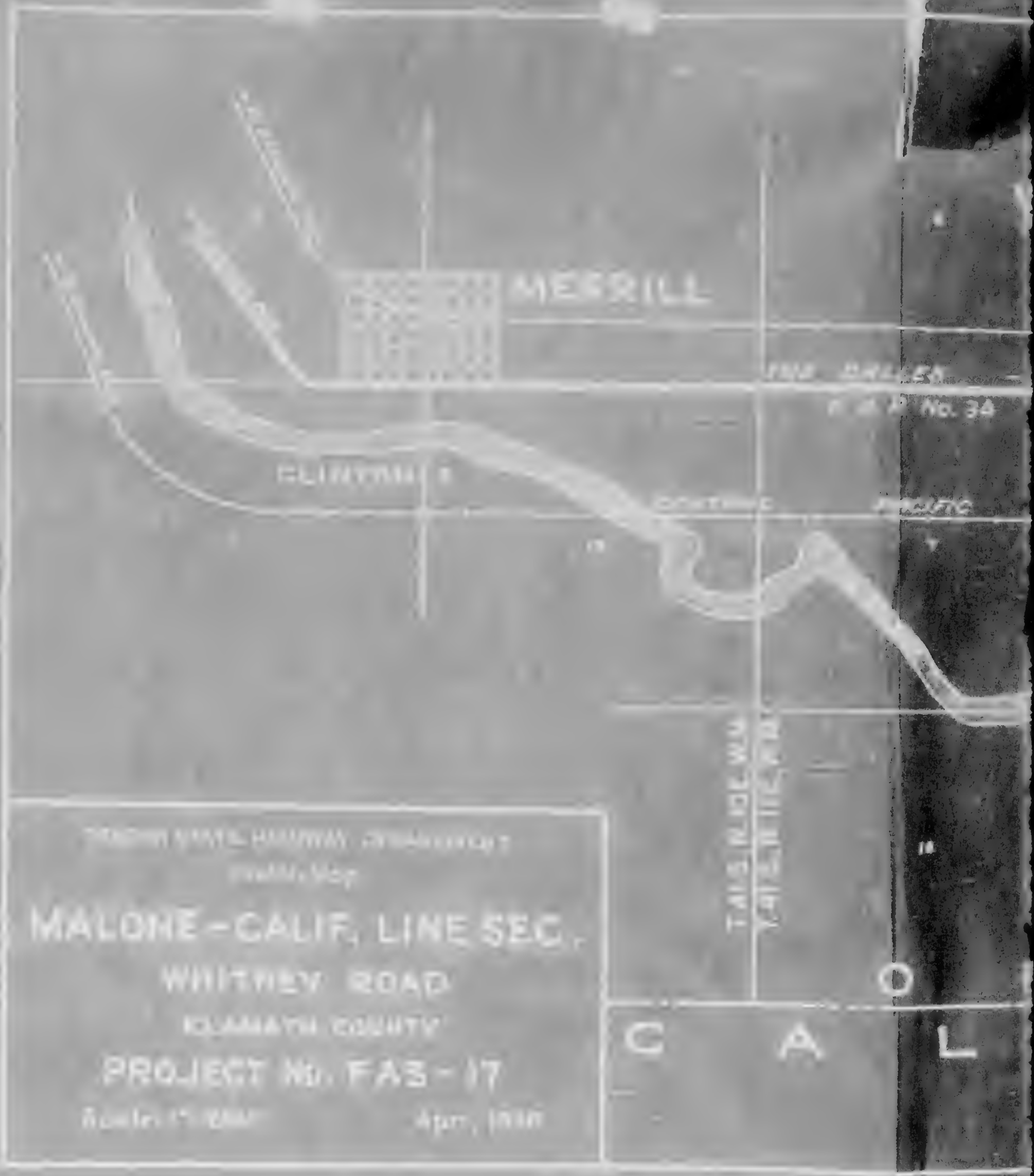
____
District Engineer, B. P. R.

By____________________
As Commissioner

(Date)____________________

By____________________
As Commissioner

(NOTE: This certificate should be executed in the same manner as now provided in State law for the execution of project agreements).



MERRILL
THE DALLES
F. A. H. No. 34
CLINTON
SOUTHERN PACIFIC
T.41S.R.10E.W.M.
T.41S.R.11E.W.M.
O
C A L

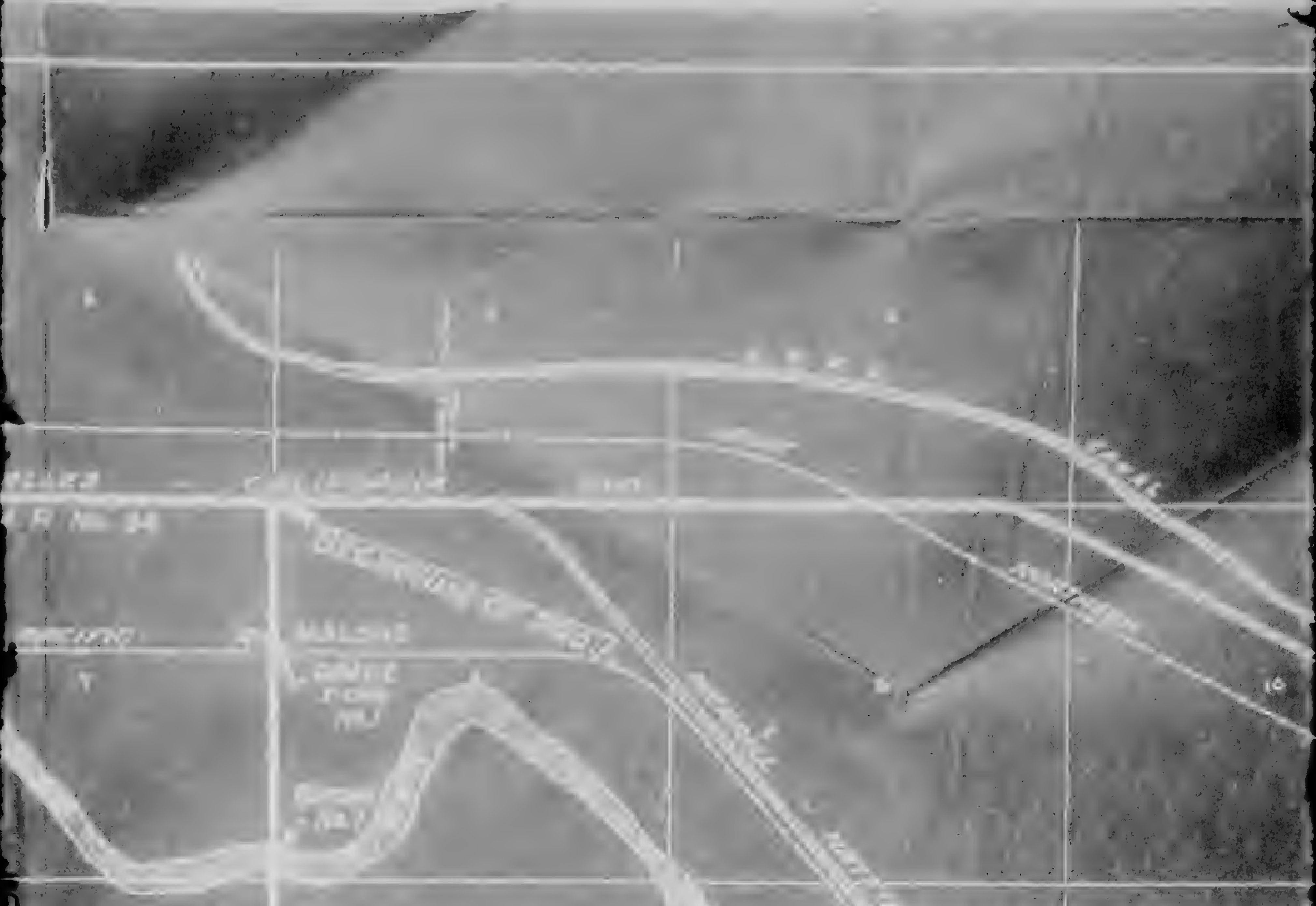
OREGON STATE HIGHWAY DEPARTMENT
Vicinity Map

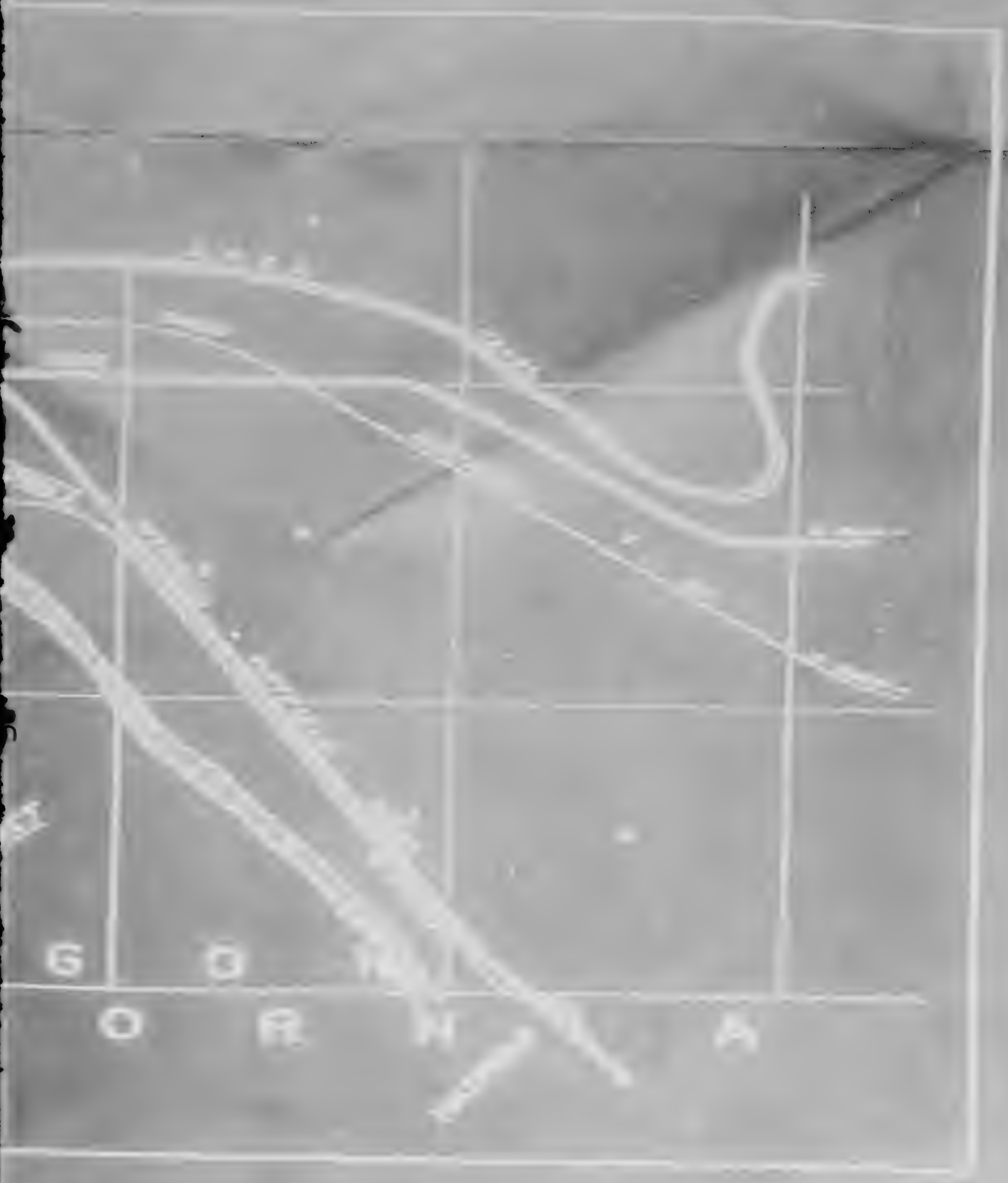
MALONE - CALIF. LINE SEC.
WHITNEY ROAD

KLAMATH COUNTY

PROJECT No. FAS - 17

Scale: [illegible] Apr., [illegible]


MALONE
END OF PROJECT
O R E G O N
L I F O R N I
HATFIELD


G O
O R N A

RECEIVED
AUG 19 1938
FOR FILING
70 F 17-A 1

July 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Malone-California Line Section, Project No. FAS 17-A(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

The papers have been revised to conform with the ending of the project as Station 88+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 17-A(1)

MALONE-CALIFORNIA LINE SECTION
OF THE [illegible] ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 5, 1938

500	cu. yds.	Gravel Shoulders	$ 0.50	$ 250.00
2,400	yds. mi.	Hauling Shoulder Materials	0.12	288.00
300	M-Gal.	Sprinkling	1.50	450.00
1.51	miles	Preparation of Base	200.00	302.00
1,800	cu. yds.	Mineral Aggregates	0.50	900.00
8,500	yds. mi.	Hauling Mineral Aggregates	0.12	1,020.00
1.51	miles	Mixing and Finishing	600.00	906.00
140	tons	Light Cutback Asphalt in Place	26.00	3,640.00
			Subtotal	$ 7,756
			10% Engr. & Cont.	775
			Total	$ 8,531

Length of Roadway 1.610 miles
" " Bridge .054 mile
Total Length 1.664 miles

Cost per mile, roadway $ 5,298

FAS Funds Requested- $ 5,210
State Funds- 3,321

$ 8,531

Oregon State Highway Department

Federal Aid Secondary
Project No. FAS 17-A(1)

MALONE-CALIFORNIA LINE SECTION

OF THE WHITNEY ROAD IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, May 28, 1938

600	cu. yds.	Gravel Shoulders	$ 0.40	$ 240.00
2,800	yd. mi.	Hauling Shoulder Materials	0.12	336.00
350	M-Gal.	Sprinkling	1.50	525.00
1.70	miles	Preparation of Base	200.00	340.00
2,000	cu. yds.	Mineral Aggregates	0.40	800.00
10,000	yd. mi.	Hauling Mineral Aggregates	0.12	1,200.00
1.70	miles	Mixing and Finishing	600.00	1,020.00
160	tons	Light Cutback Asphalt in Place	26.00	4,160.00
			Subtotal	$ 8,621
			10% Engr. & Cont.	862
			Total	$ 9,483

Length of Roadway	1.698 miles
Length of Bridge	.035 mile
Total Length	1.733 miles
Cost per mile, roadway	$ 5,584

FAS Funds Requested- -	$ 5,790
State Funds- -	3,693
	$ 9,483

RECEIVED
JUL 26 1938
FOR FILING

FAS 17-A

July 5, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of June 28th, concerning the Malone-California Line Project (FAS 17-A), in which letter it is suggested that a long radius wye connection be made at the junction with the county road which runs east and west on the state line.

The situation at the junction referred to is complicated by the fact that the north and south road, of which the Malone-California Line Section is a part, does not continue straight ahead into California, but "jogs" about 200 feet to the east along the east and west road, before continuing south. The "jog" is too short to permit the use of curves of radii greater than 100 feet, and, if 100 foot curves were used at both angles in the jog, we would have two large-central-angle reversing curves with an east and west road intersecting at the point of reverse.

The proper treatment is to put in a diagonal connection which will eliminate the abrupt jog and give a simple intersection with the east and west road. The diagonal connection might be wholly within Oregon, wholly within California, or partly in Oregon and partly in California. The exact location for the diagonal is, we think, a matter to be worked out between the road officials of Klamath County in Oregon, and of Siskiyou County in California.

In view of the complications above described, and with the view of avoiding a postponement of the proposed improvement of the Malone-California Line Section until next year, we suggest terminating the Malone-California Line Project at Station 88+00, which station is 466 feet north of the state line, and leaving for future determination the details of the location at and beyond the state line. By terminating the project at Station

88, we can be sure that no part of the project will be abandoned when the ultimate location is decided upon, and we will leave open for future consideration all of several possible locations.

Believing that you will be agreeable to the suggestion of cutting the project back to Station 88, we have revised the plans, specifications and estimates accordingly, and are sending them to you with the hope that you will give them your approval and permit us to advertise the project for bids to be received on July 21st.

The oiling season is now so far advanced that, unless bids can be received on July 21st, the project will have to be postponed until next year.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

STATE HIGHWAY COMMISSION

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The customary practice of this Bureau is that whenever highway connections are proposed at state lines, the wishes of the two states involved shall be determined before approval is given. You have submitted project statement and P.S.& E. for Oregon Federal Aid Secondary project FAS 17-A, Malone-California State Line section of Whitney Road in Klamath County. Such action indicates your wishes in this matter.

The proposed connection has been taken up through our San Francisco district office with the State of California. Representatives of these two organizations and also of Siskiyou County, have made an investigation. In reporting thereon, the statement has been made that consideration should be given to the improvement at the State line by introducing long radius curves to replace the existing sharp right angle turns. Presumably this matter has been given consideration by your organization.

Apparently the only plans which we have received are the title and section sheets. The title sheet does not indicate any flared connection. We would accordingly appreciate receiving from you your reaction to the suggested long radius curves. Any arrangement that provides reasonable safety at the T connection will, we think, be acceptable.

Action on the project statement is being delayed until determination has been made in connection with the narrow width Lost River Bridge. According to our understanding, this was discussed between Mr. Baldock and Mr. Davis on June 17, and agreement then reached that an effort would be made to get the county to erect a new trestle, 20 ft. roadway; or, failing in that, the State would, by transfer of funds, provide for the new 20 ft. roadway treated timber trestle on correct alignment.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The customary practice of this Bureau is that whenever highway connections are proposed at state lines, the wishes of the two states involved shall be determined before approval is given. You have submitted project statement and P.S.& E. for Oregon Federal Aid Secondary project FAS 17-A, Malone-California State Line section of Whitney Road in Klamath County. Such action indicates your wishes in this matter.

The proposed connection has been taken up through our San Francisco district office with the State of California. Representatives of these two organizations and also of Siskiyou County, have made an investigation. In reporting thereon, the statement has been made that consideration should be given to the improvement at the State line by introducing long radius curves to replace the existing sharp right angle turns. Presumably this matter has been given consideration by your organization.

Apparently the only plans which we have received are the title and section sheets. The title sheet does not indicate any flared connection. We would accordingly appreciate receiving from you your reaction to the suggested long radius curves. Any arrangement that provides reasonable safety at the T connection will, we think, be acceptable.

Action on the project statement is being delayed until determination has been made in connection with the narrow width Lost River Bridge. According to our understanding, this was discussed between Mr. Baldock and Mr. Davis on June 17, and agreement then reached that an effort would be made to get the county to erect a new trestle, 20 ft. roadway; or, failing in that, the State would, by transfer of funds, provide for the new 20 ft. roadway treated timber trestle on correct alignment.

Very truly yours,

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for proposed Oregon Federal Aid Secondary project FAS 17-A (1), the Malone-California Line section of the Whitney Road in Klamath County.

On May 10th we wrote you enclosing photographs of the existing 290' trestle bridge with the narrow (15') width of deck, and on May 21st you replied that as this was a county road, the question of plans for the reconstruction of this bridge was to be taken up with the County.

We are now in receipt of advice that evidently approval of this project will be withheld due to leaving a bridge in place having a roadway of only 15'.

It is possible you may have adequate reasons for requesting a modification of this ruling.

As far as this office is concerned, we know of no adequate reason for requesting a review of this decision. If, however, you have reasons which you believe justify a further review, we shall be glad to take this question up further.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

June 13, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. papers for proposed Oregon Federal Aid Secondary project FAS 17-A (1), the Malone-California Line section of the Whitney Road in Klamath County.

On May 10th we wrote you enclosing photographs of the existing 290' trestle bridge with the narrow (15') width of deck, and on May 21st you replied that as this was a county road, the question of plans for the reconstruction of this bridge was to be taken up with the County.

We are now in receipt of advice that evidently approval of this project will be withheld due to leaving a bridge in place having a roadway of only 15'.

It is possible you may have adequate reasons for requesting a modification of this ruling.

As far as this office is concerned, we know of no adequate reason for requesting a review of this decision. If, however, you have reasons which you believe justify a further review, we shall be glad to take this question up further.

Very truly yours,

W. H. LYNCH
District Engineer

May 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of May 10th, concerning the Whitney Road project in Klamath County, Project FAS 17, in which letter you make inquiry in regard to the existing fifteen-foot width bridge over Lost River.

As the bridge referred to is a county bridge over which we have no direct control, it will be necessary for us to ascertain from the county officials what plans, if any, the county has for the reconstruction of this bridge. We will advise further when we hear from the county.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

May 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Upon receipt of the advance copy of the project statement sketch map for Oregon project FAS 17, the Malone-California Line section of the Whitney Road in Klamath County, a route inspection was made by a representative of this office.

It is noted that the existing bridge over Lost River has a narrow deck (15 ft.), and is constructed on an offset to the alignment of the remainder of the project. We would appreciate any information you may have regarding possible future revision of this structure. Photographs of the present structure are enclosed for your information.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

May 10, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir,

Upon receipt of the advance copy of the project statement sketch map for Oregon project FAS 17, the Malone-California Line section of the Whitney Road in Klamath County, a route inspection was made by a representative of this office.

It is noted that the existing bridge over Lost River has a narrow deck (15 ft.), and is constructed on an offset to the alignment of the remainder of the project. We would appreciate any information you may have regarding possible future revision of this structure. Photographs of the present structure are enclosed for your information.

Very truly yours,

W. H. LYNCH
District Engineer

[illegible]n FAS 17

34155

34155 - View looking south showing the narrow deck (15' wide).

34156

34156 - View looking north showing offset in alignment.

RECEIVED
AUG 19 1938
FOR FILING
Fas 17 A-1

June 11, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed five copies of special provision page number 1 for the Malone-California Line Section, Project No. FAS 17-A (1), which page has been revised by changing the date of receiving bids to June 30, 1938.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

[illegible] 31 1938
FOR FILING

[illegible] 17-[illegible]

May 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to the grade crossing which occurs within the limits of the Malone-California Line Project in Klamath County (FAS 17-A (1)).

To satisfy the requirements of General Administrative Memorandum No. 7, the State will install at this crossing reflectorized advance warning signs and reflectorized cross-buck grading crossing signs.

The volumes of highway and rail traffic, and other conditions obtaining at the crossing, do not justify the installation of any more elaborate form of crossing protection.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

CONTRACT# [redacted] 2098

FA 180-G-2 Arch Cape-Beach Creek Sec., 1938
Oregon Coast Hwy.
#2098

RECEIVED
MAR 7 1944
FOR FILING

180-G-2

March 6, 1944

Hartford Accident & Indemnity Company
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland 4, Oregon

Gentlemen:

I hand you, herewith, an executed copy of the agreement between the A. C. Greenwood Company and the State Highway Commission disposing of the company's claim for extra compensation, arising out of Contract No. 2098, for grading the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties.

This is handed to you inasmuch as you appear as surety on the bond furnished by A. C. Greenwood Company, Inc. in connection with this project.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aep

RECEIVED
MAR 7 1944
FOR FILING

180-G-2

March 6, 1944

A. C. Greenwood Co., Inc.
9222 N.E. Halsey
Portland 16, Oregon

Gentlemen:

I hand you, herewith, an executed copy of the agreement between yourselves and the State Highway Commission disposing of your claims arising out of Contract No. 2098, for grading on the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

HBG:aco

RECEIVED
MAR 7 1944
FOR FIL

180-6-2

Salem, Oregon
March 6, 1944

Mr. S. H. Probert
Office Engineer
OFFICE

I hand you, herewith, two executed copies of the agreement with the A. C. Greenwood Company disposing of their claims arising out of Contract No. 2098, for grading the Arch Cape-Beach Creek Section of the Oregon Coast Highway. I have sent one copy of this agreement to the A. C. Greenwood Company and have retained one copy for the Commission's records and files.

Secretary

HBG:neo

[illegible]

August 12, 1943

Hartford Accident and Indemnity Company
Jewett, Barton, Leavy & Kern, Agent
Lewis Building,
Portland, Oregon

Gentlemen:

You are hereby notified that state highway contract No. 2098 for work on the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties, has been completed by the contractor, A.C. Greenwood Company, Inc., and that final payment in the amount of $16,807.19 will be made on or after August 23, 1943.

This letter supercedes and nullifies all former notices of payments to the contractor, inasmuch as such payments have been cancelled.

The state is not advised of any unpaid claims for labor or materials or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

For your information, we wish to advise that the total contract amount is $161,455.45 of which amount $6,400.62 represents the amount of force account items. This contract was completed on September 21, 1940 and accepted by the Commission on February 14, 1941.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

Yours very truly,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RW

NOTED
RUTH SMITH

RECEIVED
APR 1 1941
FOR FILING

[illegible]

April 1, 1941

A. C. Greenwood Company, Inc.
3201 N. W. Front Avenue
Portland, Oregon

Gentlemen:

At the meeting of the State Highway Commission held on February 14, 1941, the following action was taken on your request for extension of time:

"A. C. Greenwood Company, contract No. 2098, for grading, the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties, requested an additional extension of time from August 15 to September 21, 1940, within which to complete this project. They attributed their failure to complete the project within the specified time limit to extra work in removing slide material. The Engineer advised that this contract was awarded on August 4, 1938, and provided that the job should be completed by October 31, 1939. On the expiration date, he said, considerable work remained to be done and due to adverse weather conditions he ordered the work closed down on November 1, 1939, until suitable weather prevailed in the spring. Grading work was started again, he said, on May 9, 1940, but was not completed until September 21, 1940, for reasons given by the contractor. He pointed out that the total quantities of material moved by the contractor were 23.8 per cent more than that originally estimated and for this reason and for the further reason that the increased work was due in great part to slides which were difficult to handle, he recommended that the extension of time requested be granted without penalty. He also recommended that the penalty previously imposed on the contractor for failure to complete the project within the specified time limit be waived. A letter was presented from the Public Roads Administration concurring therein. The Commission approved the recommendation unanimously."

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS
cc - F. D. Eason

RECEIVED
FEB 26 1941
FOR FILING

180-6-2

February 25, 1941

HARTFORD ACCIDENT & INDEMNITY COMPANY
Jewett, Barton, Leavy & Kern, Agents
Lewis Building
Portland, Oregon

Gentlemen:

You are hereby notified that State Highway Contract No. 2098 for 2.18 miles grading on the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties, has been completed by the contractor, A. C. Greenwood Company, Inc., and that final settlement will be made by the state with said contractor on or after March 7, 1941.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

This notice is served upon you since you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractor in connection with this contract will be $156,963.93, of which $6,400.62 is for force account work. This contract was completed on September 9, 1940, and accepted by the Commission on February 14, 1941.

Very truly yours,

STATE HIGHWAY COMMISSION

By
Secretary

DGD:mbl

NOTED
D. G. DeSart

RECEIVED
DEC 13 1940
FOR FILING

180-G-2

December 13, 1940

Hartford Accident & Indemnity Co.
Jewett, Barton, Leavy & Kern
Lewis Building
Portland, Oregon

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the A. C. Greenwood Company on contract No. 2098, Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties. This payment, in the amount of $6,392.41, will be made on or after December 23, 1940. The retained percentage is $4,708.92.

The state is not advised of any unpaid claims for labor or materials, or of the existence of any claims, debts, dues, or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the state assumes no responsibility for any such claims should there be any.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

RS

NOTED
D. G. DeSart

Mr. McCullough:

The status of this matter is practically the same as when Mr. Baldock wrote them on Nov, 16th to which their letter is a reply.

McFarland.

180-G-2

REFERRED TO RHB
By Asst. State Highway Engineer

VED
1940
LING
MPANY, INC.
TORS

November 19, 1940.

r Letter 11/16/1940.

Dear Sir:

On October 17, 1940 Mr. Eason told us in his office at Salem he had recently seen Mr. Scott and that final estimate would be ready in two or three days.

On November 9, 1940 we phoned to Mr. Eason about final. He said it would be ready the middle of the following week.

On November 14, 1940 Mr. Scott wrote that the estimate would not be ready for another ten days.

We are not in the habit of making claims and surely will not know if we have a claim until we see memorandom of the final estimate.

Yours truly,

A. C. Greenwood Co. Inc.

By A. C. Greenwood
A. C. Greenwood.

REFERRED TO
Jam
Asst. Chief Engineer

H. G. SMITH

RECEIVED
NOV 30 1940
FOR FILING

A. C. GREENWOOD COMPANY, INC.
GENERAL CONTRACTORS
3201 N. W. FRONT AVENUE
PORTLAND, OREGON

November 19, 1940.

R. H. Baldock, Chief Engineer,
Oregon State Highways,
Salem, Oregon.

Re: Your Letter 11/16/1940.

Dear Sir:

On October 17, 1940 Mr. Eason told us in his office at Salem he had recently seen Mr. Scott and that final estimate would be ready in two or three days.

On November 9, 1940 we phoned to Mr. Eason about final. He said it would be ready the middle of the following week.

On November 14, 1940 Mr. Scott wrote that the estimate would not be ready for another ten days.

We are not in the habit of making claims and surely will not know if we have a claim until we see memorandom of the final estimate.

Yours truly,

A. C. Greenwood Co. Inc.

By AC Greenwood
A. C. Greenwood.

REFERRED TO
Asst. Chief Engineer

H. G. SMITH

RECEIVED
NOV 19 1940
FOR FILING

180-G-2

November 16, 1940

A. C. Greenwood Co., Inc.,
3201 N. W. Front Street,
Portland, Oregon.

Gentlemen:

I understand you are making some contention as to the quantities of rock in the rock cut at the south end of your recently completed contract No. 2098, the Arch Cape-Beach Creek Section of the Oregon Coast Highway.

The resident engineer will not have the final estimate completed on this contract for perhaps another week. In the meantime, since there seems to be some question in your mind about the measurement of this cut, we are arranging to have another engineer, with his own party, go down and make a remeasurement of this cut so as to have all necessary data in case of further dispute. This will be done immediately.

If you have any thought on your part of sending an engineer to remeasure the cut for your own information, you should do so at once, since a new contract has just been awarded for the surfacing on this job and any matter of remeasurement should be done immediately, before the new contractor gets on the ground. Also, you should make immediately any claims you may have in connection with your grading contract, in a formal prepared statement so they can be analyzed and considered before a round-table discussion is entered into.

Very truly yours,

Chief Engineer.

cc Mr. H. G. Smith
Mr. F. D. Mason
Mr. J. H. Scott

180-G-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

Stencil No. 3.

RECEIVED

October 7, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 180-G (2), Arch Cape - Beach Creek Section of the Oregon Coast Highway, was made by a representative of this office on September 30, 1940.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Form E-1—5M—6-30

180-G-2

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September ~~21st~~ 28th, 1940

Section Arch Cape-Leach Creek

Kind of work grading& topping

Highway Oregon Coast

Section prefix 4-1026 FAP 180-G-2

Contractor A.C.Greenwood Co

Contract number 2098

Date of contract August 4th, 1938

Date of completion October 31st, 1939

Date work started August 11th, 1938

Estimated date of completion , 19

Amount of contract $ 128832.50

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 183200.00

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 7364.80, 4.44 %

Date project was completed September 21st, 1940

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor picking up equipment etc and moving equipment to Portland. Party has taken the necessary remeasurements to complete this part of the job.Cross sections are all platted and overbreak or extra width etc being platted on and areas figured.Forrest wants to get away for his vacation on the 12th and about all the work on the final except the platting of the profile and the mass diagram will be completed by then.

Weather very hot Sunday and a lot of fog until Thursday.Heavy rain Thursday and Friday.No reports as yet as to whether any more slides came in.One of party over at gate at tunnel unlocking it as Collins is deliverying 12 " pipe today.Will deliver 18" Monday and 15 " Wednesday.Geo Sutherland was here today and his crew will start laying the pipe at station 404 on Monday.

SEP 30 1940

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

RECEIVED
SEP 30 1940
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed Scott

Address Nehalem Ore

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

Form E-30—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

4-1026

Salem, Oregon
October 25, 1939

Subject: **Arch Cape-Beach Creek Section**
Extension of Time

To:

Mr. H. G. Smith,
Construction Engineer,
Office.

Dear Sir:

Attached hereto is a request from the A. C. Greenwood Company, together with the consent of their surety, for an extension of time on the Arch Cape-Beach Creek Section, Contract No. 2098, to August 15, 1940. Attached also is a report from Mr. Scott.

It is recommended that the extension be granted with the provision that any part of the extension in excess of the allowable extension due to an increase of yardage will be subject to engineering penalty.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM

R.H. Baldock

C[illegible] Analysis to September 15th, 1[illegible]
Arch Cape-Beach Creek Section
Oregon Coast Highway

Contract #2098
A. C. Greenwood, Contractor

Prefix 4-1026
J. H. Scott, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Grubbing	$14,144.04	97% (19.3 Acres)		$5,500.00	$5,335.00
Extra Clearing & Grubbing	1,300.25	0.9 Acres	$1,444.72	400.00	360.00
Danger Trees	152.89	147.0 Sq. Ft.	1.04	0.70	102.90
Trench Excavation	2,827.14	1,870.0 Cu. Yd.	1.51	1.50	2,805.00
Detour Road Excavation	586.55	2,000 " "	0.293	0.50	1,000.00
Channel Change Excavation	299.77	352 " "	0.85	1.00	352.00
Slide Removal "	2,829.63	15,021 " "	0.188	0.25	3,755.25
Excavation, So. of Sta. 383	6,876.78	23,448 " "	0.293	0.52	12,192.96
" No. " " "	53,261.78	339,150 " "	0.157	0.19	64,438.50
Overhaul	5,010.50	334,033 yd. sta.	0.015	0.015	5,010.50
Truck Haul	3,209.78	26,748.2 yd. mi.	0.12	0.12	3,209.78
Perforated Iron Pipe	3,068.91	4,681 lin. ft.	0.65	1.00	4,681.00
18" Concrete Pipe	1,240.69	867 " "	1.43	2.50	2,167.50
18" XSTR Concrete Pipe	1,147.23	741 " "	1.55	2.75	2,037.75
24" " " "	1,296.04	567 " "	2.28	4.50	2,551.50
30" " C.I.P.	389.24	106 " "	3.67	5.00	530.00
36" " "	735.89	138 " "	5.33	7.00	966.00
Rock Backfill	2,421.65	1,282 Cu. Yd.	2.28	3.00	3,846.00
Force Account	4,714.20				4,873.75
	$106,012.96				$120,215.39

Gross Revenue	$120,215.39
Total Cost	106,012.96
Net Profit	$14,202.43

Net Profit Equals 11.8% of the Gross Revenue

REFERRED TO R 7/13
By Asst. State Highway Engineer

Arch Cape-Beach Creek

Detail of Cost

Labor:

Supervision	$3,908.28	
Labor	35,965.49	
State Industrial Accident Insurance	1,196.22	
Unemployment & Social Security	1,594.95	
		$42,664.94

Materials:

Rock Backfill	832	cu. yds.	at	$0.70	$582.40	
6" Perf. Corr. Iron Pipe	4,721	lin. ft.	"	0.415	1,959.21	
6" Bands	232		"	0.47	109.04	
18" Concrete Pipe	867	lin. ft.	"	0.88	762.96	
18" XSTR Conc. Pipe	741	" "	"	0.99	733.59	
24" " " "	567	" "	"	1.46	827.82	
30" " Corr. Iron Pipe	106	" "	"	2.52	267.12	
30" Bands	5		"	2.52	12.60	
36" XSTR Corr. Iron Pipe	138	lin. ft.	"	3.72	513.36	
36" Bands	6		"	2.94	17.64	
9" Corr. Iron Pipe	220	lin. ft.	"	0.54	118.80	
9" Bands	7		"	0.75	5.25	
12" Corr. Iron Pipe	300	lin. ft.	"	0.78	234.00	
12" Bands	14		"	0.86	12.04	
18" Flume	150	lin. ft.	"	0.60	90.00	
						6,245.83

Equipment Rental, Small Tools & Misc. Supplies:

Equipment Rental	$33,985.65	
Gas, Oil and Grease	6,424.36	
Small Tools & Misc. Supplies	3,660.61	
Explosives	3,581.20	
Main Office Expense	3,500.00	
Hired Equipment	2,686.08	
Bond	1,202.15	
Lumber	1,004.61	
Freight and Cartage	558.87	
Public Liability Insurance	398.74	
P.U.C.'s and Licenses	99.92	
		57,102.19
Total Cost		$106,012.96

Arch Cape-Beach Creek

REMARKS:

This contract was bid and awarded August 4th, 1938, and to September 15th, 1939 was about 90% complete with 90% of the time elapsed.

All grubbing, extra clearing and pipe was sub-contracted. The contractor's bid was much too low on grubbing, which he realized so he agreed to pay all operating expenses and also gave the sub-contractor very good prices on the pipe items so as to equalize the bid. The sub-contractor's total costs, however, exceeded the total sub-contract price, and since the contractor paid all expenses the actual costs are shown.

A 3/8 cu. yd. shovel and four small dump trucks were hired for the slide removal. This work was all easy as the slides were on former contracts south of this section where the hauling road was good, and it was easy to work in the slides. 15,021 Cubic yards were moved in 216 hours at a rate of 69.5 cu. yds. per hour.

The excavation south of Station 383 and the detour road excavation was all of solid classification but in diced formation and easily handled. Much of the material was bulldozed out with a tractor, and the remainder required only light shooting. A total of 2,700 lbs. of powder was required to shoot the 25,448 cu. yds., or an average of 0.1 lb. of powder per cu. yd. One large tractor and bulldozer moved this material in 834 hours for an average of 30.5 cu. yds. per hour.

The excavation north of Station 383 was all common material containing some loose broken rock. This material when dry was easily handled with either bulldozers or scrapers. However, there was hardly any week throughout the year when some rain did not fall and slow operations. Three tractors, three bulldozers, 2 - 12 cu. yd. scrapers and 1 - 20 cu. yd. scraper were used. During the twelve months of operation the tractors worked a total of 8,594 hours to excavate the 339,150 cu. yds. for an average of 39.5 cu. yds. per hour. Work was carried on whenever possible, and it was only during January, February and March that grading was completely suspended.

Although the wet material hindered the grading operations, a good profit was made on the excavation. North of Station 383. This profit was due to short hauls, an extremely low job overhead and the use of new equipment on which there was very little lost time.

Although the contract was about 90% complete on September 15th, it will be impossible to complete this year as the fall rains have started. The contract completion date is October 31st this year, and on October 25th, an extension of time to August 15th, 1940 was requested.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

RECEIVED
MAY 22 1939
FOR FILING

[illegible] 180-G-2

May 18, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to my letter of May 13, with which was submitted a revised estimate of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, Federal Aid Project No. 180-G-2

Our request for additional federal aid covered listed items 1, 2, 3, 4 and 5, and Extra Work Orders 4 and 5. All of these items except No. 2 are directly concerned with the slide that occurred in the fill at Station 483, plus the additional drainage facilities considered necessary to prevent similar slides in other fills. Item No. 2, excavation south of Station 383, is the revised estimated yardage over this section, which yardage shows a considerable increase over the original contract quantities and is occasioned by the fact that the excavations have had to be taken out to flatter slopes than originally anticipated.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ME

RECEIVED
MAY 1 - 1939
FOR FILING

7a 160-G-2

April 29, 1939

Mr. A. L. Blackburn
Assistant Superintendent
Surety Department
HARTFORD ACCIDENT & INDEMNITY COMPANY
Pacific Department, Hartford Building
San Francisco, California

Dear Sir:

In response to your inquiry of April 24 you are advised that the retained percentage in the amount of $5,056.89 as shown on the financial statement of A. C. Greenwood Company, Inc., checks with the records of this department.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

PAUL RUTHERFORD
PRESIDENT

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, HARTFORD BUILDING
SAN FRANCISCO, CALIFORNIA

FIDELITY AND SURETY DEPARTMENT
HAROLD BISHOPP, SUPERINTENDENT

JOY LICHTENSTEIN
VICE-PRESIDENT
A. C. POSEY
ASSISTANT MANAGER

RECEIVED
APR 29 1939
OREGON
STATE HIGHWAY COMMISSION

April 24, 1939

Oregon State Highway Commission
1436 SW Montgomery
Portland, Oregon

Re: A. C. Greenwood Co., Inc.
3201 NW Front Avenue, Portland

Gentlemen:

In the financial statement dated December 31, 1938, the above company takes credit for retainage in the amount of $5,056.89 on the Arch Cape Beach Creek Section of the coast highway.

Will you kindly advise us if this amount of retainage as of December 31, 1938, is correct?

Very truly yours,

A L Blackburn
A. L. BLACKBURN
Assistant Superintendent
Surety Department

ALB/MH

Dec. 15 - Est. # 4
Retained - $5,056.89

1939
GOLDEN GATE INTERNATIONAL EXPOSITION
SAN FRANCISCO BAY

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

REFERRED TO
Mr Baldock
By Asst. State Highway Engineer

April 3, 1939

IN REPLY PLEASE REFER TO FILE NO.
4-1026

A. C. Greenwood Co., Inc.,
Portland, Oregon.

NOTED
State Highway Engineer

Gentlemen:

I have your letter of recent date accepting the proposed grade change on your contract No. 2098 between Arch Cape and Beach Creek, with a reservation that there be no change in the character of the material in the cuts.

This would seem to be rather indefinite and might be subject to dispute and misunderstanding. The grade change starts at Station 449+70 and diverges from the original grade to a maximum difference at the north end of this cut of about 8 feet. At the south end of the next cut to the north, the difference is approximately 1.6 feet and reduces to ~~one~~ [illegible] foot at the north end of that cut. At the third cut from Station 474 to 481, the change is so slight as to be of no consequence.

From an analysis of the new distribution, it would appear that the change is to your advantage as to haul, there being an increase of truck haul but a decrease of overhaul. The truck haul, however, is limited to shorter hauls than originally.

It possibly was a mistake to continue the grading operations during the wet winter season, which evidently caused the slip-out that necessitates the grade change ~~and~~ borrow. We wish to be fair and equitable about the possible difference in classification that might be encountered in the lowered grade line in the north end of the cut north of Station 450 and throughout the cut from Stations 460 to 468, and propose, therefore, that should there be encountered below the original grade line any ledge rock such as can be classified as solid rock under our standard specifications, payment will be made for such material at your contract price of 52 cents per yard for solid rock excavation on the south end of your project. Otherwise, your single classification applying where the grade change is being made will apply to all material down to the new grade line.

It is desirable to get the Bureau's approval to this change and your acceptance thereof immediately, so as to recross-section the cuts and permit you to start your grading operations as soon as weather conditions allow. If this meets with your approval, would you kindly sign the statement at the bottom of this letter and return to this office?

Yours very truly,

F. D. MASON,
Division Engineer.

FDM:AM
cc A. C. Greenwood Co., Inc.
Mr. R. H. Baldock
Mr. H. G. Smith
Mr. J. H. Scott

Change of grade line on contract No. 2098, between Stations 449 and 485, is hereby accepted and payment for excavation materials below the original grade line will be accepted in accordance with the plan outlined above.

A. C. Greenwood Co., Inc.
By

____

FORM 5-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

Nehalem, Oregon,
March 29th, 1939

RECEIVED
MAR 30 1939
DIVISION ENGINEER
DIVISION NO. 2

[illegible]
Division Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Attached is a latter from the A.C.Greenwood Company, Inc. by A.C.Greenwood in which he consents to a grade change between station 449+70 and station 485 on the Arch Cape -Beach Creek Section of the Oregon Coast Highway. The letter reads as follows:

" Portland ,Oregon, March 28th, 1939

Mr J.H.Scott,
Resident Engineer,
Oregon State Highway Department,
Nehalem, Oregon.

Dear Sir:

Replying to your letter of March 16th, File No. ___#___ regarding lowering the grade from station 449+70 to station 485.
We have no objection to this grade change should there be no change in the character of the material in the cuts.

Yours truly,
A.C.Greenwood Co. Inc.
By A.C.Greenwood

Mr John Greenwood, a member of the firm and in charge of the work on this project until he went to another contrast of theirs a few days ago, was recently in this office and looked over the profile and quantities and asked some questions. He said at that time that he would recommend to his father that they accept the change with the reservation that there should be an adjustment or that they would not waive rights to a claim if the material in the section between the original grade line and the revised grade line, should turn out to be harder or more difficult to handle. He mentioned in particular that if they hit ledge rock in the bottom of the cut, that they should have more than 19 cents if it had to be drilled and shot.

You may want to write to Mr Greenwood and make a definite statement. The difference would only apply to the material between the two grade lines but there might be a case for argument even if the material was not rock as the material in the bottom of a cut is often harder as depth is attained. In the meantime, we will proceed to change our stakes in the field to conform to the revised grade line.

Contractor was trying yesterday to push his service road ahead for culvert pipe, powder etc at station 445 but two bulldosers were stuck in the mud. Started at the end of last week at sta 385 and found it too wet, Started at sta 395 and it was too wet there. So ,we are not delaying grading operations by not having changed the stakes.

Yours truly,
J.H.Scott
J.H.Scott
Resident Engineer

cc Mr H.G.Smith ✓
Mr S.H.Probert ✓

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. YOU VELLE, JACKSONVILLE

[illegible] GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 13th, 1939

NOTED
C. B. McCullough

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. Davis.

Dear Sir:

In regard to the Arch Cape-Beach Creek Section of the Oregon Coast Highway, Contract No. 2098, F.A.P. 180-G (2), where a slide occurred at Station 483.

I propose to obtain material for filling this slide by the revision of the grade line from the slide southerly. This revision is based on continuing the 5.537 grade from Station 495+93.5 - 485+38.2 to the east instead of on the 5.6 grade and to intersect the 4.80 grade near the summit. This would eliminate any unsightly borrow near the fill and prevent any resloping of the cuts. It will cause the loss of about 28 yards of gravel backfill and require the lowering of three or four pipes already laid, but the net saving will amount to about $1,500 over an unsightly borrow near the side of the slide.

I am endeavoring to secure the contractor's permission to make this change in haul. May we have your approval to the change.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
JAN 17 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS

RECEIVED
JAN 10 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. ________

Portland, Oregon
January 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We have received your PR-20 Progress Voucher No. 2 to December 15, 1938, on Federal Aid Project 180 G(2).

Our records indicate that you previously submitted Progress Voucher No. 2 on November 15, 1938, which has already been paid.

This voucher should be rewritten and Progress Voucher No. 2 taken into consideration by showing the total previous payments of $12,599.00 in lieu of $10,047.00, as claimed on this voucher.

Yours very truly,

W. H. Lynch
District Engineer

By: F. E. Andrews
F. E. Andrews
Sr. Highway Engr.

Revised Voucher
Submitted 1-14-39
Jm

2

S.
1929

GINAL) Voucher No. 2 - Progr

D. O. Vou. No. ....

No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION:

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
(Insert official or depository named in project agreement)

Address Capitol Building, Salem, Oregon

Federal Aid Project: State Oregon County Clatsop & Tillamook No. 180 Sec. G (2)

This voucher for period from July 21, 1938 to Dec. 15, 1938 Contract No. A4pr 36029

Project agreement executed Oct. 18, 1938; modified ....

Plans, specifications, and estimates recommended by District Engineer July 21, 1938

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads						
Bridges						
TOTALS			19,257.00	10,047.00	9,210.00	

I CERTIFY that, in accordance with the laws of the State, and under the direct supervision of the State Highway Department thereof, labor and materials have been actually put into the road comprising the above-mentioned project, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in the quantities and to the amounts stated herein; that such construction of said project has been done in accordance with said plans and specifications; that no claim has been presented to or payment made by the United States for the labor and materials for which payment is claimed herein; and that the quantities and values of said labor and materials so actually put into said construction, in conformity to said plans and specifications, are as shown in the "Statement of Labor and Materials" herewith.

(Signature) J. W. Nash JWNash

(Title) Assistant Office Engineer

For Oregon State Highway Department
(Insert official name of highway department)

I CERTIFY that the labor and materials herein described have been inspected by me, or under my direction, by an employee of the Bureau of Public Roads of the Department of Agriculture; that the same have been performed as claimed, in accordance with the plans and specifications heretofore approved therefor by the Secretary of Agriculture of the United States, and in accordance with the rules and regulations made by him, and that the amount now claimed by the State is justly due.

....
District Engineer,
Bureau of Public Roads, Department of Agriculture.

Account submitted for $ 9,210.00

Differences [herein explained] ....

Approved for .... $

....
Chief Accountant,
Bureau of Public Roads, Department of Agriculture.

Paid By Check No. ...., dated ...., for $............
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State .... County .... No. .... Sec. ....

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	ARCH CAPE-BEACH CREEK SECTION					
	Estimated Total Participating Cost				137,260.00	
	Estimated Per Cent Completed as of 12/15/38				23%	
	Estimated value of work in place				31,569.80	
	Pro rata claimed from U. S.				61%	
	Pro rata amount				19,257.57	
	Net total amount claimed from U. S.				19,257.00	

Amount carried forward ....

U. S. GOVERNMENT PRINTING OFFICE [illegible] 8—7121

Form PR-20
Form approved by
Comptroller General U. S.
September 16, 1920

(M RANDUM) Voucher No. 2 - Progre

B. O. Vou. No. ....
No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION:

THE UNITED STATES, Dr., To Treasurer of the State of Oregon

Address Capital Building, Salem, Oregon (person, department, or officer named in project agreement)

Federal Aid Project: State Oregon County Clatsop & Tillamook No. 180 Sec. 6 (2)

This voucher for period from July 21, 1938 to Dec. 15, 1938 Contract No. A4pr 36029

Project agreement executed Oct. 18, 1938; modified ....

Plans, specifications, and estimates recommended by District Engineer July 21, 1938

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads						
Bridges						
TOTALS			19,257.00	10,047.00	9,210.00	

JAN -9 1939 Rcd.

J. E. Hash
Assistant Office Engineer
Oregon State Highway Department

9,210.00

Paid By Check No. ...., dated ...., for $....................
on the Treasurer of the United States to the order of the payee named above.

8—7181

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State .... **County** .... **No.** .... **Sec.** ....

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	ARCH CAPE-BEACH CREEK SECTION					
	Estimated Total Participating Cost				137,260.00	
	Estimated Per Cent Completed as of 12/15/38				23%	
	Estimated value of work in place				31,569.80	
	Pro rata claimed from U. S.				61%	
	Pro rata amount				19,257.57	
	Net total amount claimed from U. S.				19,257.00	

Amount carried forward

Form PR-20
Form approved by
Comptroller General U. S.
September 14, 1920

(M RANDUM) Voucher No. 2 - Progre

D. O. Vou. No. ....
No. ....

PAID BY

(For use of Paying Office)

PUBLIC VOUCHER FOR CONSTRUCTION OF ROADS UNDER PROVISIONS OF THE FEDERAL AID AND THE FEDERAL HIGHWAY ACTS

UNITED STATES DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC ROADS

APPROPRIATION:

THE UNITED STATES, Dr., *To* Treasurer of the State of Oregon
Capitol Building, Salem, Oregon (named in project agreement)

Address ....

Federal Aid Project: State Oregon County Clatsop & Tillamook No. 180 Sec. 6 (2) 36029

This voucher for period from July 21, 1938 to Dec. 15, 1938 Contract No. A4pr ....

Project agreement executed Oct. 18, 1938; modified July 21, 1938

Plans, specifications, and estimates recommended by District Engineer ....

For pro rata share of the United States for labor and materials actually put into the road comprising the above-mentioned project, as follows:

Work	Total Work Done	Pro rata of U. S.	Total Amount Claimed from U. S.	Less Previous Payments	Net Amount Claimed	Approved for Payment (Payee must not use this column)
Roads						
Bridges						
TOTALS			19,257.00	10,047.00	9,210.00	

JAN - 9 1939 ROJ.

J. E. Nash
Assistant Office Engineer
Oregon State Highway Department

9,210.00

Paid By Check No. ...., dated ...., for $ ....
on the Treasurer of the United States to the order of the payee named above.

8—7131

STATEMENT OF LABOR AND MATERIALS

Federal Aid Project: State .... County .... No. .... Sec. ....

Item No.	ITEM	Quantity	Unit	Unit Price	Amount	Notations (Payee must not use this column)
	ARCH CAPE-BEACH CREEK SECTION					
	Estimated Total Participating Cost				137,260.00	
	Estimated Per Cent Completed as of 12/15/38				23%	
	Estimated value of work in place				31,569.80	
	Pro rata claimed from U. S.				61%	
	Pro rata amount				19,257.57	
	Net total amount claimed from U. S.				19,257.00	

RECEIVED

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
STATE HIGHWAY COMMISSION

Stencil No. 124

IN YOUR REPLY PLEASE REFER TO FILE NO. Oregon 180-G (2)
Arch Cape-Beach Creek
Section of Oregon Coast Hwy.

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis
Highway Engineer

Encls.

Appr 36029

Form P. R. 2

State Oregon

Federal Aid Project No. 180-C(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 29th day of Sept, 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 8th day of September, 1932, a project statement, which was approved by the Secretary on the 5th day of October, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the United States District Engineer on the 21st, day of July, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of eighty-three thousand, seven hundred thirty and 00/100 dollars ($83,730.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 378+20 at the north end of Section F of said project, in the SE 1/4, Section 5, T. 3 N., R. 10 W., and survey station 496+20 at the south end of Section E of said project in the NW 1/4, Section 31, T. 4 N., R. 10 W., W. M.

, length 2.183 miles, in Clatsop & Tillamook Count~~y~~ies being Section G(2) of Oregon Federal Aid project No. 180, consisting of 2.183 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~of miles in length~~.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section G(2) of said project shall not in any event exceed the sum of eighty-three thousand, seven hundred thirty and 00/100 dollars ($83,730.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-seven thousand, two hundred sixty and 00/100 dollars ($137,260.00), the approved total estimated cost of Section G(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 18 1938, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________

Chairman, State Highway Commission
(Title of officer)

By ______________________

Member, State Highway Commission
(Title of officer)

By ______________________

Member, State Highway Commission
(Title of officer)

By ______________________

____
(Title of officer)

By ______________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ______________________
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 180-C(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 137,280.00 as the total estimated cost of said project, and the sum of $83,730.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of OCT 18 1938 one thousand nine hundred and thirty-eight

Secretary of Agriculture,

By ______________________
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
SEP 26 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 180-G (2),
Arch Cape-Beach Creek Sec.,
Oregon Coast Highway.

September 23, 1938

RECEIVED
SEP 24 1938
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
SEP 3 1938
FOR FILING

FA-180-A-2

September 2, 1938

A. C. Greenwood Company, Inc.,
3201 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2098 which was awarded to you on August 4, 1938, covering the grading of the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop and Tillamook Counties.

This copy is being sent to you for your records and files.

Yours very truly,

Secretary

HBG:MC

FORM 5-A-1 10M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 6 1933
FOR FILING

[illegible]

September 2nd, 1933

A. C. Greenwood Co., Inc.
General Contractors
3201 N. W. Front Ave.
Portland, Oregon

NOTED
Highway Engineer

Attention: Mr. Quinn.

Dear Sir:

Pursuant to your request of recent date, I am forwarding 20 copies of forms to be used in sub-contracting in connection with your Contract No. 2098, Arch Cape-Beach Creek Section of the Oregon Coast Highway.

I must apologize for not forwarding these upon your first request, but the office engineer was on his vacation, and no one else seemed to have any knowledge of these forms.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
AUG 23 1938
FOR FILING

[illegible]

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Arch Cape-Beach Creek Section, Project No. FA 180-G (?).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 180-C (2)

ARCH CAPE-BEACH CREEK SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP AND TILLAMOOK COUNTIES

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

All Required		Grubbing		$ 5,500.00
3,300	sq. ft.	Falling Danger Trees	$0.70	2,310.00
1,100	cu. yds.	Trench Excavation	1.50	1,650.00
500	cu. yds.	Channel Change Excavation	1.00	500.00
31,000	cu. yds.	Excavation South of Sta. 383	0.52	16,120.00
380,000	cu. yds.	Excavation North of Sta. 383	0.19	72,200.00
540,000	yd. stas.	Overhaul	0.015	8,100.00
35,000	yd. mi.	Truck Haul	0.12	4,200.00
2.1	miles	Finishing Roadbed and Slopes	300.00	630.00
12,000	lin. ft.	Rounding Cutbanks	0.10	1,200.00
2,500	lin. ft.	Perforated Iron Pipe	1.00	2,500.00
1,200	lin. ft.	12" Concrete Pipe	2.50	3,000.00
390	lin. ft.	18" Extra Strength Concrete Pipe	2.75	1,072.50
780	lin. ft.	24" Extra Strength Concrete Pipe	4.50	3,510.00
140	lin. ft.	30" Extra Strength Corrugated Iron Pipe, Protected Invert	5.00	700.00
150	lin. ft.	36" Extra Strength Corrugated Iron Pipe, Protected Invert	7.00	1,050.00
180	cu. yds.	Rock Backfill in Drains	3.00	540.00
			Subtotal	$124,782
			10% Engr. & Cont.	12,478
			Total	$137,260

Length 2.183 miles
Cost per mile $62,876

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 83,730
State Funds- -	53,530
	$137,260

State Funds for Construction: Chap. 175, laws 1917; Chap. 71, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

#2098

RECEIVED
SEP 7 1938
FOR FILING
7A 100-4-2

A. C. GREENWOOD COMPANY, INC.
GENERAL CONTRACTORS
3201 N. W. FRONT AVENUE
PORTLAND, OREGON

August 18th,1938.

Oregon State Highway Commission,
Salem? Oregon.

Gentlemen:

Attention; H.B.Glaisyer, Secretary.

Replying to your letter of August 17th,1938 relative to the signing of the contract and bond for the construction of the Arch Cape-Beach Creek Section of the Coast Highway in Clatsop and Tillamook Counties.

We have had the secretary of this company affix her signature to the four copies of the contract as requested but wish also to imform you that Mr. A.C.Greenwood,President was fully empowered to execute these contract over his individual signature as the minutes of this corporation show that at a meeting held on February 23,1932 a resolution was unanimously adopted, to-wit:

"Resolved, that A. C. Greenwood, President of this corporation, be and he is hereby authorized and empowered until the further order of this Board to generally manage the business of the corporation, to make bids for contracts, to enter into contracts and to do all things incident to the carrying out of the same; and the said A. C. Greenwood, as president of the corporation, is authorized and empowered to bind the corporation on any contracts or other instruments, which, in his judgment, should be entered into. "

I J.P.Quinn,acting secretary of A.C.Greenwood Co.Inc. an Oregon Corporation, hereby certify the above is a true copy of the resolution as recorded in the minutes of the said corporation and that I have checked the record of the actions of Stockholders and the board of directors and find that this authority and power granted to A.C. Greenwood,President has not been withdrawn at anytime.

8/18/38 - J.P.Quinn

Yours truly,
A.C.Greenwood Co.Inc.
By J.P.Quinn
J.P.Quinn. A.Secy.

REFERRED TO
McFarland
SECRETARY

RECEIVED
AUG 19 1938
FOR FILING
[illegible]

August 17, 1938

A. C. GREENWOOD COMPANY, INC.
3201 N. W. Front Street
Portland, Oregon

Attention A. C. Greenwood

Gentlemen:

We are returning to you by express four copies of the contract for the Arch Cape-Beach Creek Section in Caltsop and Tillamook Counties, which was awarded to you on August 4.

You are advised that before this contract will be accaptable it will be necessary for some other officer of your corporation to join you in the signing of the agreement and bond. If you are the only officer of the copporation who is authorized to sign contracts, please furnish us with a certified copy of your by-laws which authorize you to sign. Kindly have all four copies properly executed and return them to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
AUG 26 1938
FOR FILING

August 16, 1938

A. C. Greenwood Company, Inc.,
3201 Northwest Front Avenue
Portland, Oregon

Attention: Mr. Greenwood

Gentlemen:

In order that there may be a written record of the understanding reached yesterday relative to your use of the Arch Cape Tunnel, in connection with the carrying on of the work to be done under your contract for the grading of the Arch Cape-Beach Creek Section, we are making the following statement of the terms of that understanding.

1. The A. C. Greenwood Company, Incorporated, hereinafter called "the Company," will be permitted to use the Arch Cape Tunnel in the movement of men, materials, equipment and supplies to and from the Arch Cape-Beach Creek Project.

2. The use of the tunnel as above indicated shall not be use as a public highway, but shall be use as a private construction hauling road, and the grant of permission here given to so use the tunnel shall not carry with it any guarantee of safety or any liability whatsoever on the part of the State or the State Highway Commission.

3. The State will erect a gated barricade at the north portal of the tunnel and a key to the gate will be placed in the custody of the Company.

4. The Company will permit its key to the gate to be used in giving access to and from the tunnel to only such vehicular and pedestrian traffic as is essential to the performance of the work to be done under the Company's contract.

5. The Company will arrange for and require the immediate closing of the gate following each passage of vehicles or pedestrians and shall take such other precautions as may be necessary to prevent unauthorized persons and vehicles passing through the gate while

the gate is open to permit the passage of Company traffic.

6. The Company shall notify each person whom it permits to enter the tunnel, that he enters and uses the tunnel at his own risk and that he will be without recourse against the State or the State Highway Commission in the event of injury.

7. The Company agrees to protect and to save harmless the State, the State Highway Commission and all employees of the State Highway Commission, against any claims that may be made against them for personal injury or property damage suffered in the tunnel by persons who have been admitted to the tunnel by the Company, or who have entered the tunnel by reason of their connection with the Company's project.

Use of the tunnel by the Company shall be construed as an acknowledgment of and acquiescence to all of the above stated terms and conditions.

Execution of the "Indemnification Agreement and Waiver of Damages" submitted to you with our letter of August 10th will not be required.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

cc J. M. Devers
H. G. Smith
F. D. Eason
J. H. Scott

August 10, 1938

A. G. Greenwood Company, Inc.
3201 Northwest Front Avenue
Portland, Oregon

Gentlemen:

Anticipating that, in connection with your contract for the grading of the Arch Cape-Beach Creek Section, you may wish to transport equipment, materials or persons through the recently constructed, but not fully completed, tunnel at Arch Cape, we have had an agreement and waiver of damage form prepared and are sending it to you for execution in case you do wish to make use of the tunnel as stated.

Until such time as the agreement and waiver referred to (including the consent of surety) is executed, and the executed copies thereof placed in our hands, it will be necessary for you to refrain from using the tunnel.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Mason

6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert,

Office.

Dear Sir:

In accordance with your request we have prepared and hand you herewith seven copies of indemnification agreement and waiver of damages to be executed by A.C. Greenwood Company, Inc. relative to the use of the Arch Cape Tunnel in connection with the contract with corporation for the improvement of the Arch Cape-Beach Creek Section of the Oregon Coast Highway. You will note that on the instrument we have added an agreement and consent of surety.

In addition to the execution of the agreement, the matter has been discussed with Mr. Devers, and it is his opinion as well as my own that the Department should erect and maintain warning signs at each end of the tunnel, containing somewhat the following legend:

Tunnel Dangerous - Not Open to Traffic
Persons using this tunnel do so at their own risk
Oregon State Highway Commission

It is the feeling that this should be an official sign erected and maintained by the State Highway Commission separately and distinct from any burden imposed upon the contractor.

Yours very truly,

J. M. DEVERS

By J.W. DeSouza
J. W. DeSOUZA
Assistant Attorney

JWD:PW
Inc.

cc R. H.Baldock
H. G. Smith
F. D. Eason

INDEMNIFICATION AGREEMENT
AND WAIVER OF DAMAGES

WHEREAS, the undersigned, A. C. Greenwood Company, Inc., an Oregon corporation doing business at 5201 Northwest Front Avenue, Portland, Oregon, was awarded a contract by the State of Oregon, by and through its State Highway Commission on the fourth day of August, 1958, for the improvement of the Arch Cape-Beach Creek Section of the Oregon Coast Highway in Clatsop County and Tillamook County, consisting of 2.18 miles of grading; and

WHEREAS, the undersigned desires to use in connection with the work to be done and the improvement to be made under the terms of said contract the highway tunnel at Arch Cape lying immediately north of the said project; and

WHEREAS, it is recognized and acknowledged by the undersigned that the said tunnel has not been completed and has not been opened for use by the public and that the use of said tunnel is and will be inherently dangerous and will entail risk and hazard to persons or property using or traveling through or being transported through the said tunnel.

NOW, THEREFORE, KNOW ALL MEN BY THESE PRESENTS: That in the event the undersigned, or any of its officers, agents, employees, licensees, permittees, or invitees should use or travel through the said Arch Cape Tunnel, or should property be transported through the said tunnel either arising out of or connected with the operations of the undersigned on the said Arch Cape-Beach Creek project, the undersigned shall indemnify and save harmless the State of Oregon, the State Highway Commission, the State Highway

Engineer, and all employes, officers or agents of the State Highway Commission, from all suits, or actions of any name and description brought for or on account of any damage, injury, loss, expense, inconvenience or delay, or damage to property caused by or arising out of the use of said tunnel as aforesaid, and hereby waives any and all claims for loss injury or damage in connection therewith.

The undersigned further agrees to erect and maintain suitable barricades and warning signs and to provide watchmen if required by the State Highway Engineer in order to prevent the use of said tunnel by the public.

Dated this ______________day of ________________, 1938.

A. C. GREENWOOD COMPANY, Inc.

Witnesses:

_______________________ By_________________________________
President

_______________________ By_________________________________
Secretary

AGREEMENT AND CONSENT OF SURETY

KNOW ALL MEN BY THESE PRESENTS: That for and in consideration of the benefits and advantages to be derived and to accrue to the above named contractor and the undersigned surety by reason of or arising out of the use of the above named Arch Cape Tunnel as hereinbefore set forth, the undersigned surety hereby agrees and consents to the execution of the said above indemnification agreement and waiver of damages and hereby agrees that the bond written by the undersigned in connection with the said original contract shall be and remain in full force and effect, and shall apply to and cover the obligations hereinabove set forth in the same manner as though the same had been included and set out in full in said original contract.

Signed and sealed this ____________ day of ____________, 1938.

____

____

Countersigned:

____

____

R M BISSELL,
CHAIRMAN BOARD OF DIRECTORS

PAUL RUTHERFORD,
VICE PRESIDENT AND GENERAL MANAGER

JAS. L. D. KEARNEY,
PRESIDENT

Hartford Accident and Indemnity Company

PACIFIC DEPARTMENT, HARTFORD BUILDING
SAN FRANCISCO, CALIFORNIA

JOY LICHTENSTEIN
VICE-PRESIDENT
A. C. POSEY
ASSISTANT MANAGER

JEWETT, BARTON, LEAVY & KERN
RESIDENT AGENTS
SECOND FLOOR, LEWIS BUILDING
FOURTH AND OAK STREETS
PORTLAND, OREGON

RECEIVED
AUG 1 8 1938
FOR FILING

180-9

RECEIVED
1938

August 16,1938.

Mr. H. B. Glaisyer, Secretary,
Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Contract No. 2098 - A. C. GREENWOOD
CO. INC.

We are sending you by express four completed copies of the above contract covering the grading of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties, which we trust you will find in order.

Yours very truly,

JEWETT, BARTON, LEAVY & KERN

By Charles S Barton
Agents.

CSB M

Copy to A C Greenwood Co. Inc.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING

August 15, 1938.

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. V. O. Widdows.

Dear Sir:

Decision has been made to place additional signs, one at each end of the Arch Cape tunnel, to read as follows:

TUNNEL UNFINISHED--NOT OPEN TO TRAFFIC
PERSONS USING THIS TUNNEL DO SO AT
THEIR OWN RISK
OREGON STATE HIGHWAY COMMISSION

It is also planned to make the barricade at the north end of the tunnel complete by installing a gate, with a number of keys available for the use of the engineer and the contractor. The contractor will establish his office at the north end of the tunnel in the old building used by Orino, Birkemeir & Saremal. Your sign crew can obtain the services of Mr. Seeley's maintenance crew in building and installing the gate.

Would you please have this done at your early convenience, as it is desired to eliminate the general public from any use of this tunnel but give the contractor the right to go through as may be needed to conduct his grading work south. The contractor should be supplied with several additional keys and likewise several keys for the engineering department.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock ✓
H. G. Smith

FORM S-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING
18-4

August 15th, 1938

NOTED
Asst. State Highway Engineer

Mr. E. D. Mason
Division Engineer
C i t y

Dear Sir:

Reference is made to Mr. DeSouza's letter of August 10th, regarding signs at the entrances to Arch Cape Tunnel.

On account of the various rumors which have been circulated in regard to this tunnel, it is not considered advisable to use the word "dangerous"; therefore, I suggest it be worded "Tunnel Unfinished - Not Open to Traffic".

Will you please see that such signs are installed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. W. DeSouza

FORM S-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 12 1938
FOR FILING

August 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

A. C. Greenwood Company, Inc.
3201 Northwest Front Avenue
Portland, Oregon

NOTED
C. B. McCullough

Gentlemen:

Anticipating that, in connection with your contract for the grading of the Arch Cape-Beach Creek Section, you may wish to transport equipment, materials or persons through the recently constructed, but not fully completed, tunnel at Arch Cape, we have had an agreement and waiver of damage form prepared and are sending it to you for execution in case you do wish to make use of the tunnel as stated.

Until such time as the agreement and waiver referred to (including the consent of surety) is executed, and two executed copies thereof placed in our hands, it will be necessary for you to refrain from using the tunnel.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

Encl.

cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. F. D. Mason

FORM S-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
AUG 12 1938
FOR FILING
[illegible]-9 (2)

August 10, 1938

Mr. C. H. Probert,

Office.

NOTED
C. B. McCullough

Dear Sir:

In accordance with your request we have prepared and hand you herewith seven copies of indemnification agreement and waiver of damages to be executed by A.C. Greenwood Company, Inc. relative to the use of the Arch Cape Tunnel in connection with the contract with corporation for the improvement of the Arch Cape-Beach Creek Section of the Oregon Coast Highway. You will note that on the instrument we have added an agreement and consent of surety.

In addition to the execution of the agreement, the matter has been discussed with Mr. Devers, and it is his opinion as well as my own that the Department should erect and maintain warning signs at each end of the tunnel, containing somewhat the following legend:

Tunnel Dangerous - Not Open to Traffic
Persons using this tunnel do so at their own risk
Oregon State Highway Commission

It is the feeling that this should be an official sign erected and maintained by the State Highway Commission separately and distinct from any burden imposed upon the contractor.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:PW
Inc.

cc R. H. Baldock
H. G. Smith
F. D. Eason

RECEIVED
AUG 11 1938
FOR FILING
[illegible]

August 10, 1938

A. C. GREENWOOD COMPANY, INC.
3201 N. W. Front Avenue
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2098 which was awarded to you on August 4, 1938, by the Oregon State Highway Commission covering the grading of the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, and relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 6 1938
FOR FILING

FA 180-g-(2)

August 5, 1938

Mr. A. C. Greenwood
3201 N. W. Front
Portland, Oregon

Gentlemen:

The State Highway Commission on August 4, 1938, awarded you the contract for grading the Arch Cape-Beach Creek Section of the Oregon Coast Highway, in Clatsop and Tillamook Counties. This award was based on your low bid of $128,832.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM
cc - Mr. S. H. Probert

RECEIVED
AUG 23 1938
FOR FILING
7a 1-11-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND OREGON

RECEIVED
AUG 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

August 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 180-G (2), Arch Cape-Beach Creek section of the Oregon Coast Highway, to A. C. Greenwood, Inc., Portland, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
[illegible] COMMISSION

July 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 180-G (2), the Arch Cape-Beach Creek section of the Oregon Coast Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Our recommendation for approval is also subject to the Chief of Bureau approving the new specifications on page 11 of the special provisions covering the use of 6" or 8" perforated iron pipe at the option of the contractor.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1938
FOR FILING
FA 18-G-2

July 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Arch Cape-Beach Creek Section, Project No. FA 180-G(2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Project No. 180-0(2)

ARCH CAPE-BEACH CREEK SECTION OF THE OREGON COAST HIGHWAY IN CLATSOP AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1938

All Required		Grubbing		$ 5,000.00
3,300	sq. ft.	Felling Danger Trees	$ 0.60	1,980.00
1,100	cu. yds.	Trench Excavation	1.00	1,100.00
500	cu. yds.	Channel Change Excavation	1.00	500.00
31,000	cu. yds.	Excavation South of Sta. 383	0.50	15,500.00
380,000	cu. yds.	Excavation North of Sta. 383	0.20	76,000.00
540,000	yd. sta.	Overhaul	0.015	8,100.00
35,000	yd. mi.	Truck Haul	0.12	4,200.00
2.1	miles	Finishing Roadbed and Slopes	300.00	630.00
12,000	lin. ft.	Rounding Cutbanks	0.10	1,200.00
2,500	lin. ft.	Perforated Iron Pipe	0.80	2,000.00
1,200	lin. ft.	18" Concrete Pipe	2.50	3,000.00
390	lin. ft.	18" Extra Strength Concrete Pipe	2.75	1,072.50
780	lin. ft.	24" Extra Strength Concrete Pipe	3.75	2,925.00
140	lin. ft.	30" Extra Strength Corr. Iron Pipe, Protected Invert	4.75	665.00
150	lin. ft.	36" Extra Strength Corr. Iron Pipe, Protected Invert	5.75	862.50
180	cu. yds.	Rock Backfill in Drains	2.50	450.00
			Subtotal	$ 125,185
			10% Engr. & Cont.	12,518
			Total	$ 137,703

Length	2.183 miles
Cost per mile	$ 63,079

Federal Aid Funds Requested- -	$ 84,000
State Funds- -	53,703
	$ 137,703

RECEIVED
DEC 9 1938
FOR FILING

18c-8-2

July 2, 1938

44

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on June 29, approved advancing the contracting of the Arch Cape Tunnel - Short Sand Beach Creek Section of the Oregon Coast Highway to August rather than later on in the fall.

Very truly yours,

Secretary

HBG:AM

cc - Mr. S. H. Probert
Mr. H. G. Smith

FORM 9-A-1 10M 8-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 2 1938
FOR FILING

Const
Projects
[illegible]

July 1, 1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. F. D. Eason,
Division Engineer,
Salem, Ore.

NOTED
State Highway Engineer

Dear Sir:

The grading of the Short Sand Beach-Arch Cape Tunnel Section will be contracted in August.

Please submit plans and specifications within the next week. Scott's original balance should be used, and provision made for detour road around the cut; and also suggest that necessary rock work to stabilise the channel constructed by Houck should be included in these specifications.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

FORM 2-A-1 5M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUN 28 1938
FOR FILING

Const
Projects
[illegible]

June 23, 1938

IN REPLY PLEASE REFER TO FILE NO.

3h

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on June 14, 1938, authorized the contracting of the entire remaining section of the Neahkahnie Mountain Road this fall rather than a portion thereof as was heretofore contemplated, notwithstanding that this work will cost approximately $50,000 more than has been budgeted for the same out of this year's funds. The authorization did not include the widening of the section around the mountain which has heretofore been constructed by Tillamook County.

Very truly yours,

HBGlaisyer

HBG:AM

Secretary

NOTED
State Highway Engineer

CONTRACT# 2099

106-1015 Catching Slough Bridge Section
Coos River Secondary

2099

#2099

RECEIVED
MAY 22 1939
FOR FILING

106-1015

May 22, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2099, for the construction of a bridge over Catching Slough on the Coos River Secondary Highway in Coos County, has been completed by the contractors, J. W. & J. R. Hillstrom, and that final settlement will be made by the State with said contractors for work done under said contractoom or after May 31, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contrators. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $63,270.06, including the final payment. Of this amountn $35.91 was for fofce account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2099
Coos

RECEIVED
APR 24 1939
FOR FILING

RECEIVED
APR 24 1939
STATE HIGHWAY COMMISSION

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

106-1015

April 22nd, 1939.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

RE: Contract No. 2099, Prefix No. 106-1015,
P.W.A. Docket Number Oregon - 1172-F,
J.W. and J.R. HILSTROM, Contractors.

Contract - Catching Slough Bridge Section
of the Coos River Secondary Highway in
County of Coos, State of Oregon. $64,986.

ATTENTION: Mr. H. B. Glaisyer

In connection with the contract in caption, we enclose herewith Contract Status Report, and shall appreciate your completing same on the lines indicated, and returning to this office for the completion of our records, we being surety on the bond of the contractors.

We enclose herewith a self addressed stamped envelope for your convenience in replying.

Very truly yours,

BATES, LIVELY & PEARSON

By Phil M. Lively
Phil M. Lively,
Manager of the Bond Department

[illegible]

[illegible]

MAB:
Encls.

E - $63,512.30
R - $4873.95
N - $58,638.35

AT *Both* FAIRS YOU ARE INVITED TO VISIT
the Laboratory for Living
SPONSORED BY THE ÆTNA LIFE AFFILIATED COMPANIES

In New York • In the Business Systems and Insurance Building

In San Francisco • In the Hall of Science, near Ferry Entrance

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution of the Oregon State Highway Commission, relating to the completion and acceptance of Contract No. 2099 for the construction of a bridge over Catching Slough on the Coos River Secondary State Highway, in Coos County, as the same appears in the minutes of April 7, 1939, entered in Volume XXIV of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

IN WITNESS WHEREOF I have hereunto set my hand and the seal of the Oregon State Highway Commission this 14th day of April, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

COPY

Portland, Oregon, April 7, 1939

The State Highway Commission reconvened at 9:00 o'clock a. m. in the auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

* * * * * * * * * * * * * * * *

The Engineer reported that Contract No. 2099 for the construction of a bridge over Catching Slough on the Coos River Secondary State Highway, in Coos County, was completed by Contractor J. W. and J. R. Hillstrom on March 30, 1939, according to the requirements of the contract or modifications thereof and that said job is now ready for acceptance. The following resolution accepting this project was offered and was adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that State Highway Contract No. 2099 with J. W. and J. R. Hillstrom for the construction of a bridge over Catching Slough on the Coos River Secondary Highway in Coos County, has been completed according to the terms and provisions of the contract and that said job is now ready for acceptance;
>
> THEREFORE, BE IT RESOLVED that the work covered by said state highway contract for the construction of said state highway bridge be declared completed according to the terms of the contract and that said job is hereby accepted and final payment in connection therewith is hereby authorized.

#2099

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

April 3, 1939

101-[illegible]

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

This is to advise you that J. W. and J. R. Hillstrom completed their work on contract number 2099, Catching Slough Bridge on the Coos River Secondary Highway, on March 30, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

This will not need an extension of time, as the work was completed within the specified completion date.

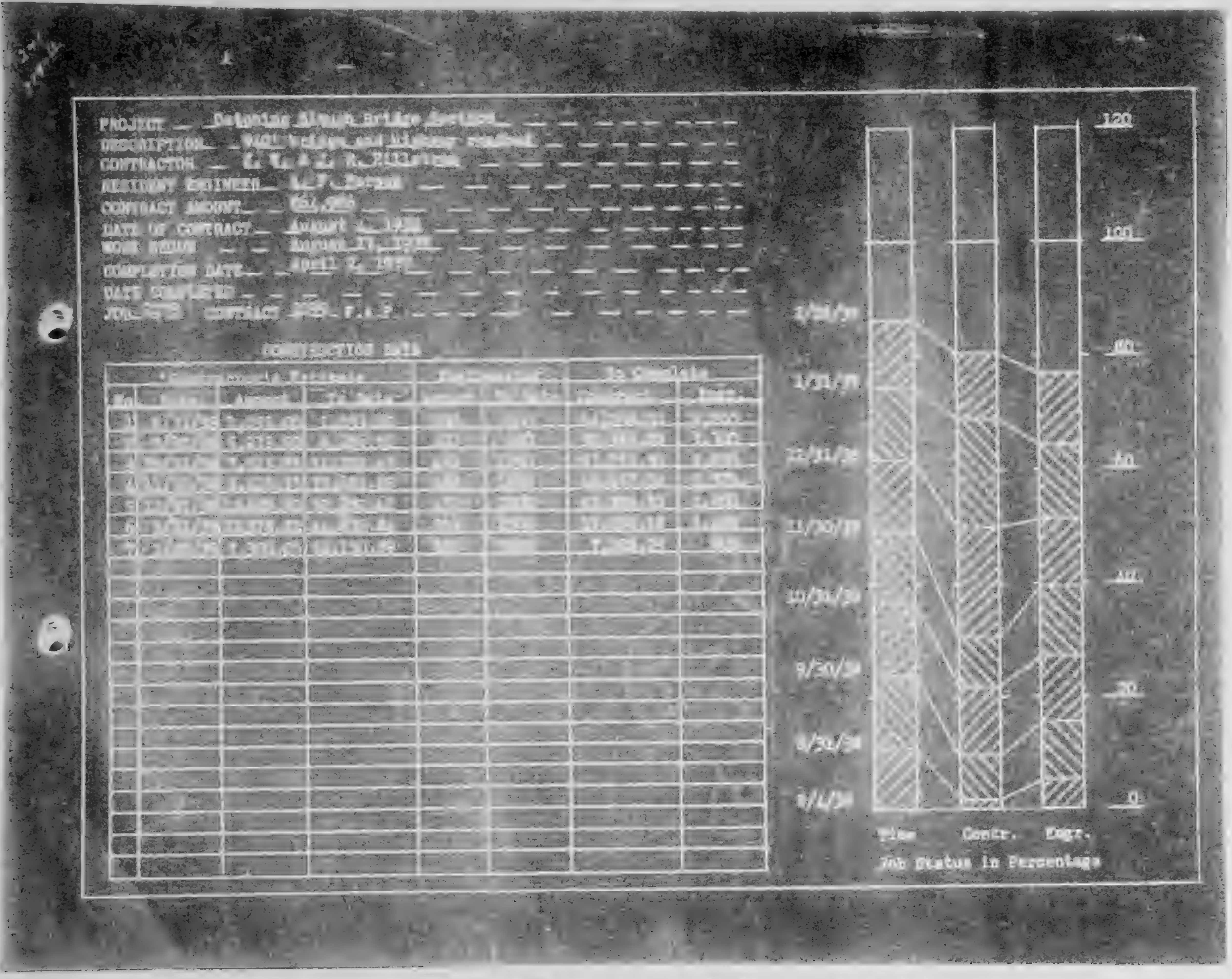
Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG:TH
cc: C. A. Gardner

APPROVED [illegible]
DATE April 7, 1939
H B Glaisyer
Secretary



PROJECT — [illegible] Slough Bridge Section

DESCRIPTION — [illegible] bridge and highway roadbed

CONTRACTOR — [illegible]

RESIDENT ENGINEER — [illegible]

CONTRACT AMOUNT — [illegible]

DATE OF CONTRACT — August [illegible] 1938

WORK BEGUN — August [illegible], 1938

COMPLETION DATE — April [illegible] 1939

DATE COMPLETED —

JOB NO. [illegible] CONTRACT [illegible] F.A.S.

CONSTRUCTION DATA

No.	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	To Complete	[illegible]
1	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
4	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
6	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

120
100
80
60
40
20
0
2/28/39
1/31/39
12/31/38
11/30/38
10/31/38
9/30/38
8/31/38
8/4/38
Time
Contr.
Engr.

Job Status in Percentage

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAR 29 1939
OREGON
STATE HIGHWAY COMMISSION

March 28, 1939

106-1015

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: E. C. Smith

Dear Sir:

Attached is Price Agreement No. 3, Catching Slough Bridge, Contract No. 2099, covering cement adjustment.

Very truly yours,

K. D. LYTLE
Division Engineer

enc

cc: Baldock ✓

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 13 1939
OREGON
STATE HIGHWAY COMMISSION
IN REPLY PLEASE REFER TO FILE NO.

March 11, 1939

10-1615

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

I am sending herewith, for your consideration, Price Agreement No. 2, contract 2099, Catching Slough Bridge, covering materials which were left on hand at the completion of the project.

Very truly yours,

E. D. LYTLE
Division Engineer

EDL:G

encs

cc: Baldock ✓

FORM 8-A-1 7M 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 23 1930
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 23 1939
FOR FILING

Feb. 22, 1939

106-1315

G. S. Paxson
Bridge Engineer
State Highway Department
Salem, Ore.

Attention: C. A. Gardner

Dear Sir:

We are now placing the mastic on the Catching Slough Bridge under State Force Order 838.

Mr. Parson believes it will be necessary for us to make out a special P. W. A. payroll at the end of the month covering all labor, materials, and rental charges.

Please advise if this is necessary.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock

NOTED
State Highway Engineer

FORM 2-G-1 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF K. D. LYTLE, DIVISION ENGINEER
ROSEBURG, OREGON

RECEIVED
JAN 24 1939
FOR FI

Jan. 21, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

NOTED
Asst. State Highway Engineer

Dear Sir:

I amsending, for your consideration, Order for Extra Work No. 1, contract 2099, Catching Slough Bridge on the Coos River Secondary Highway.

Very truly yours,

K D Lytle

K. D. LYTLE
DivisionEngineer

KDL:G

encs

cc: McCullough

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 19 1939
FOR FILING

Jan. 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

Mr. Parson recently talked to me regarding the placing of an oil mastic on the deck of the bridge he is building across Catching Slough and said that the work would have to be done by State forces.

On the plan of the general bridge layout, there is a note giving the thickness of the oil mat on the swing span, but that is the only mention made of the item in the plans and specifications.

In view of this, I presume that it will be up to the State to pay for the work, and I would ask that you advise me as to whether or not you will approve a State Force Work Order covering the item.

Very truly yours,

K. D. LYTLE
Division Engineer

cc: Baldock
Arvid Parson

RECEIVED
JAN [illegible]
[illegible]

FORM 5-A-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JAN 17 1939
FOR FILING

RECEIVED
JAN 17 1939
STATE HIGHWAY COMMISSION

Jan. 16, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: G. S. Paxson

Dear Sir:

I am sending, herewith, for your consideration, Price Agreement No. 1 on the Catching Slough Bridge, Contract No. 2099, covering the altering of anchor bolts in the gear ring at pier No. 2.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

#2099

RECEIVED
JAN 13 1939
FOR FILING

106-101

RECEIVED
JAN 11 1939
OREGON
STATE HIGHWAY COMMISSION

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

January 10th, 1938.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen: ATTENTION: H. B. Glaisyer

RE: Contract No. 2099, Prefix No. 106-1015,
P.W.A. Docket Number Oregon-1172-F,
J. W. and J. R. Hillstrom, Contractors.

Contract - Catching Slough Bridge Section
of the Coos River Secondary Highway in
County of Coos, State of Oregon -$64,986.

In connection with the contract in caption, we enclose herewith Contract Status Report, and shall appreciate your completing same on the lines as indicated, and returning to this office for the completion of our records, we being surety on the bond of the contractors.

We enclose herewith a stamped self addressed envelope for your convenience in replying.

Very truly yours,

BATES, LIVELY & PEARSON, G/A.
THE AETNA CASUALTY & SURETY CO.

By
Resident Assistant Secretary.

MAB
Encls.

FORM 2-S-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 12 19
FOR FILING

126-1515

September 12, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Catching Slough Bridge
Docket No. Oregon 1172-F

Dear Sir:

This will acknowledge receipt of approved contract documents for the above named job. The executed copies will be distributed and filed as follows:

One copy will be placed in the files of the Oregon State Highway Commission.

One copy will be forwarded to the Secretary of State.

Two copies will be forwarded to the contractor. One copy is for his files and one copy to be delivered to his bonding company.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
cc H. B. Glaisyer

RECEIVED
SEP 13 1938
FOR FILING

106-1015

September 12, 1938

Aetna Casualty & Surety Co.,
Bates, Lively & Pearson, Agts.,
Yeon Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2099 which was awarded on August 4, 1938, to J. W. and J. R. Hillstrom, covering construction of the Catching Slough Bridge, in Coos County. This copy of the contract is for your records and files inasmuch as you furnished the bond in connection therewith.

Yours very truly,

HBG:MC

Secretary

RECEIVED
SEP 13 1938
FOR FILING

106-1013

September 12, 1938

J. W. and J. R. Hillstrom,
1227 No. Eighth St.,
Marshfield, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2099 which was awarded to you on August 4, 1938, covering construction of the Catching Slough Bridge, in Coos County. This copy of the contract is for your records and files.

Yours very truly,

HBG:MC Secretary

FORM 3-A-4 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. C. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 6 1938
FOR FILING

106-1015

Sept. 2, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: O. S. Paxson

Dear Sir:

Herewith find Contractor's Monthly Estimate, in duplicate, Contract No. 2099, Bridge No. 2278, covering work on the Catching Slough Bridge, also eight copies of Periodical Estimate for Partial Payment No. 1, Docket No. 1172-F.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

RECEIVED
SEP 2 1938
FOR FILING

101-1815

RECEIVED
SEP 1 - 1938
OREGON
STATE HIGHWAY COMMISSION

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

August 31, 1938

Oregon State Highway Commission
Salem, Oregon

RE: J. W. & J. R. HILLSTROM
Marshfield, Oregon

Gentlemen

It is our understanding that J. W. & J. R. Hillstrom have been awarded a contract for the construction of a bridge over Catching Slough.

As we anticipate furnishing petroleum products to this operation, we shall greatly appreciate your completing the attached contractor questionnaire, returning it to this office in the enclosed business reply envelope.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosures

FORM 2-B-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 8 1938
FOR FILING

106-1015

August 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Catching Slough Bridge
Docket Oregon 1172-F

Dear Sir:

Enclosed find three certified copies of an excerpt of the minutes of the Oregon State Highway Commission which affects the awarding of the Catching Slough Bridge contract to J. W. & J. R. Hillstrom.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
Enclosures
cc H. B. Glaisyer

Portland, Oregon, August 4, 1938

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were E. B. Aldrich, Commissioner and Acting Chairman; F. L. Tou Velle, Commissioner; R. H. Baldock, State Highway Engineer; J. M. Devers, Attorney; and H. B. Glaisyer, Secretary. Chairman Henry F. Cabell was absent.

Bids as follows for highway construction projects and for the purchase of buildings and remodeling of the Highway Department offices in Salem were opened and read in conformance with previously published notice:

* * * * * * *

The Commission adjourned for luncheon at 12:10 o'clock p. m. and reconvened at 2:00 o'clock p. m. in the same room with the same members present and participating. Also present were the State Highway Engineer, the Attorney, and the Secretary.

* * * * * * *

At 2:30 o'clock p. m. Acting Chairman Aldrich announced the following awards of contracts for which bids were received at the morning session, the awards having been previously approved by the unanimous vote of the Commissioners present:

* * * * * * *

"Catching Slough Bridge Section of Coos River Secondary Highway, in Coos County. 0.27 mile grading and a steel and timber bridge over Catching Slough. J. W. & J. R. Hillstrom, Marshfield, submitted the low bid for this project at $64,986.00. The next low bid was submitted by Coos Bay Dredging Company, Marshfield, at $65,734.40. There were 2 higher bidders. The Commission awards this contract to the low bidders, J. W. & J. R. Hillstrom, at their bid of $64,986.00.

* * * * * * *

"Construction of a frame building, 32'x140', complete with heating plant, at Klamath Falls, in Klamath County. G. I. Stebbins Construction Co., Klamath Falls, submitted the low bid at $12,764.00. The next low bid was submitted by E. Gray of Klamath Falls, at $13,178.00. There was only 1 other bidder. The Commission rejects all bids received and has ordered the project readvertised.

* * * * * * *

"Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway, in Linn County. 1.62 miles of highway roadbed and a concrete bridge approximately 232 feet long over Thomas Creek.

The low bid received for this project was that of Leonard & Slate, Multnomah, at $46,352.00. The next low bid was that of Mountain States Construction Co., Eugene, at $47,666.00. There were 4 higher bidders. The Commission awards this contract to the low bidders, Leonard & Slate, at their bid of $46,352.00.

* * * * * * *

"Umapine-Sunnyside Section of Umapine Secondary Highway, in Umatilla County. 5.64 miles grading, surfacing and oiling. Edwin C. Gerber, Oregon City, submitted the low bid for this project at $34,230.50. The next low bid was that of Standard Asphalt Paving Co., Spokane, Washington, at $36,448.50. There were 5 higher bidders. The Commission has awarded the contract to the low bidder, Edwin C. Gerber, at his bid of $34,230.50."

Consideration was given by the Commission to readvertising for bids for the construction of the Klamath Falls maintenance building and it was decided by the unanimous vote of the Commissioners present to receive bids for the construction of this building on Tuesday, August 23, 1938, at 2:00 o'clock p. m. in the offices of Commissioner Aldrich in the East Oregonian Building, Pendleton. (This meeting was later postponed one week, until August 30, 1938.)

STATE OF OREGON)
:
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of excerpts from the minutes of the meeting of the Highway Commission of August 4, with regard to the awarding of certain contracts for which bids were received on that date as the same appears in the minutes in Volume 23, wherein official acts of the State Highway Commission are recorded, has been compared with said minutes by me and is a true and exact copy of the said portion of said minutes.

IN WITNESS WHEREOF I hereunto set my hand and the official seal of the Oregon State Highway Commission this 22nd day of August, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-A-1 10M 6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938
COMMISSION

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1938
FOR FILING
166-1015

August 18, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
C. R. McCULLOUGH

Attention: W. A. Reeves

Dear Sir:

We have not yet received form 346 Record of Project Expenditure Authorizations for the Catching Slough Bridge.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

FORM 2-S-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 18 1938
FOR
106-1015

August 17, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Catching Slough Bridge Section
Docket No. Oregon 1172-F

Dear Sir:

Enclosed find three certified copies of the tabulation of bids received August 4, 1938, for the above mentioned project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

RECEIVED
AUG 18 1938
FOR FILING

106-1015

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

RECEIVED
[illegible] 1938
STATE [illegible] MISSION

August 16th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2099 - Prefix No. 106-1015,
P. W. A. Docket Number Oregon - 1172-F
J. W. and J. R. Hillstrom, Contractors
BRIDGE NUMBER 2278
CONTRACT DOCUMENTS
For the Catching Slough Bridge Section
of the Coos River Secondary Highway in
Coos County, Oregon

We are sending you under separate cover by express contracts in quadruplicate covering the above job of J. W. and J. R. Hillstrom, contractors.

When these have been signed by the commissioners, will you kindly return one copy to our office for the completion of our records, as is your usual practice.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents
THE AETNA CASUALTY AND SURETY COMPANY

By

MAB

cc: Reidar Bugge
Marshfield,
Oregon.

FORM 8-4-1 10M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 17 1938
FOR FILING

166-1015

1938

August 11,

August 16, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
C. B. McCullough

Attention: M. Stephenson

Dear Sir:

Reference is made to your letter dated August 15th to A. F. Parson, a copy of which was sent to this office.

Two books of field notes were included with other location data for the Catching Slough Bridge mailed to H. G. Smith on March 17, 1936.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓
H. G. Smith
A. F. Parson

RECEIVED
AUG 13 1938
FOR FILING

106-1017

August 11, 1938

J. W. & J. R. Hillstrom
1227 North 8th
Marshfield, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2099 which was awarded to you on August 4, 1938, by the State Highway Commission covering the construction of a bridge over Catching Slough on the Catching Slough Bridge Section of the Coos River Secondary Highway, in Coos County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Very truly yours,

Secretary

JMcF:AM

RECEIVED
AUG 6 1938
FOR FILING

106-1015

August 5, 1938

J. W. and J. R. Hillstrom
1227 North Eighth Street
Marshfield, Oregon

Docket No. Coos, [illegible]
Catching Slough Bridge

Gentlemen:

The State Highway Commission on August 4, 1938, awarded you the contract for construction of a bridge over Catching Slough on the Catching Slough Bridge Section of the Coos River Secondary Highway. This award was based on your low bid of $64,986 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. G. S. Paxson

FORM A-1 3M 11-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
[illegible] 9 1938
FOR FILING

[redacted]
PORTLAND
Aug. 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

Docket No. Ore. 1172-F
Catching Slough Bridge

Mr. C. C. Hockley,
Regional Director
(Region No. V)
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

The Oregon State Highway Commission proposes to award contract for the construction of the above referenced project in accordance with the following proposed motion:-

Moved by F. L. Tou Velle and seconded by E. B. Aldrich that the contract for the construction of the Catching Slough Bridge be awarded to J. W. and J. R. Hillstrom, of Marshfield, Oregon, for the sum of $64,986.00

Immediately upon receipt of your advice we shall proceed with the award of the contract.

Yours truly,
OREGON STATE HIGHWAY COMM.

E B Aldrich
Commissioner

F L TouVelle
Commissioner

Approval of the above award has been made at the P.W.A. Office
E D Hayden

20648

Portland, Oregon
August 4 1938

Docket No. Ore 1172-F
Description Catching Slough Bridge

Mr. C. C. Hockley, Regional Director
(Region No. 7)
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

The Oregon State Highway Commission
(Board of Directors of, or City Council of, etc.)
proposes to award contract ________ for the construction of the above referenced project in accordance with the following proposed motion:-

Moved by F. L. Tou Velle and seconded by E. B. Aldrich that the ~~following~~ contract(s be awarded) for the construction of Catching Slough Bridge. to I.W. and J.R.F. Hillstrom of Marshfield, Oregon for the sum of $64,986.00

(here list contractor's name, short description of contract, if there are more than one; all alternates omitted and the amounts of the contract and alternates.)

Immediately upon receipt of your advice we shall proceed with the award of the contracts.

Yours truly,

SIGNED ____________
TITLE State Highway Commissioner

SIGNED ____________
TITLE State Highway Commissioner

FORM 8-6-1 1M 6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

3

July 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
506 Failing Building
Portland, Oregon

Re: Catching Slough Bridge Section
Docket No. Oregon 1173-F

Dear Sir:

There are enclosed five certified copies of a resolution passed by the Oregon State Highway Commission establishing the minimum wage rates to be paid by contractors for work on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:GM
Enclosure
cc: H. B. Glaisyer ✓

STATE OF OREGON)
: ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor on the Catching Slough Bridge Section, PWA Docket No. Oregon 1172-F, as the same appears in the minutes of July 20, 1938, entered in Volume 23 of the minute book wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on July 20, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 3, 1938, all members being present and participating.

IN WITNESS WHEREOF I have hereunto set my hand this twenty-second day of July, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

106 = 1015

July 20, 1938

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE CATCHING SLOUGH BRIDGE SECTION

PWA DOCKET NUMBER OREGON 1172-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Coos County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by comparison with the minimum rates of pay set up by the Bureau of Public Roads for use on federal projects, including federal aid road work and all projects under the National Recovery Act. These wage rates have been in effect for several years and have been adopted by the Oregon State Highway Commission under date of February 19, 1937 as the standard for state work.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby affixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

9b

Skilled Labor

Asphalt plant engineer	$1.20
Bricklayer	1.20
Carpenter, journeyman	1.20
Crane operator	1.20
Crusher operator (400 tons per day or over)	1.20
Dredge runner	1.20
Drill dresser	1.20
Electrician	1.20
Excavator operator (types comparable to Le Tourneau)	1.20
Hoisting engineer (2 or more active drums)	1.20
Lathers	1.20
Le Tourneau operator	1.20
Master finisher (concrete work)	1.20
Mechanic	1.20
Painter, journeyman	1.20
Mixer operator (5-bag rated capacity or over)	1.20
Pile driver workmen	1.20
Plasterer	1.20
Plumber	1.20
Power shovel operator	1.20
Reinforcing steel setter (steel tyers)	1.20
Rigger	1.20
Riveter	1.20
Rivet heater	1.20
Rivet bucker	1.20
Rivet passer	1.20
Sheet metal workers	1.20
Shinglers	1.20
Structural steel workers (erectors)	1.20
Waterproofers (bridge work)	1.20

Intermediate Grade Labor

Air compressor operator	.75
Blacksmith	.75

Intermediate Grade (cont'd)

Compressor operator	$.75
Crusher operator (under 400 tons a day)	.75
Distributor driver or operator	.75
Finisher's assistant (under direction of mastor finisher)	.75
Fireman (steam shovel or hoist)	.75
Grader operator	.75
Hod carrier	.75
Jack hammer operator	.75
Mixer operator (machine less than 5-bag rated capacity)	.75
Mortar mixer (hand)	.75
Pile driver workmen (groundmen)	.75
Powder man	.75
Pump man	.75
Roller operator	.75
Tractor operator (20 or more H.P. mfr's rated capacity)	.75
Truck driver (over 1½-ton mfr's rated capacity)	.75

Unskilled Labor

Blacksmith's helper	.50
Carpenter helper (hammer and saw men)	.50
Cement handler	.50
Shoveler (concrete)	.50
Driver, truck (1½-ton mfr's rated capaicty or less)	.50
Electrician's helper (supplying electricians)	.50
Hod carrier	.50
Labor, miscellaneous unskilled	.50
Mechanic's helper	.50
Painter's helper (cleaning surface and supplying painters)	.50
Pitman	.50
Plumber's helper (supplying plumbers)	.50
Powder monkey (helper)	.50

Unskilled Labor (cont'd)

Reinforcing steel laborer	.50
Sloper	.50
Spader (concrete work)	.50
Structural steel laborer (handling steel)	.50
Subgrade laborer (hand tools)	.50

Unskilled Labor (cont'd)

Tractor operator (under 20 H.P. mfr's rated capacity	.50
Truck driver (1½-ton mfr's rated capacity or less)	.50
Watchman	.50

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual workers as such.

FORM 8-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 11 1938
FOR FILING
Current
Project.
WPA

106-1015

July 8, 1938

Coos Bay Times
Marshfield, Oregon

Gentlemen:

There is enclosed a copy of our Notice to Contractors for call for bids for the Catching Slough Bridge Section of the Coos River Secondary Highway in Coos County which we desire you to publish on the days of July 13, July 20, and July 27, 1938. After each publication please forward us five copies of the publication and five copies of a certificate of publication.

There is a possibility that there may be some revisions to the wording of this advertisement. We ask that you acknowledge receipt of this letter and the copy of the advertisement by collect wire as soon as it is received by you, also that you advise us of the latest time possible for us to call you in the event that any revisions are necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

FORM 5-E-1 3M 12-37

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer

G. S. PAXSON
Bridge Engineer

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 24 1938
FOR FILING
[illegible]

July 1, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Catching Slough Section
Docket No. Oregon 1172-F

Dear Sir:

There are enclosed three certified copies of a resolution passed by the Highway Commission at its meeting of June 30th accepting the P.W.A. offer for grant to aid in the construction of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: R. H. Baldock
H. B. Glaisyer
J. M. Devers

STATE OF OREGON)
: ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission, relating to the Resolution of the Commission accepting the offers of the United States of America through the Public Works Administration to aid by way of grant in financing the construction of certain projects, as the same appear in the minutes of June 30, 1938, entered in Volume 23 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of July, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, June 30, 1938

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the acceptance of the offers of the United States of America to aid in financing the following state highway projects by making grants of federal funds in the amount of 45 per cent of the cost of such projects, including the acquisition of lands and rights of way needed therefor, upon completion:

1. Construction of Catching Slough Bridge and approach roads thereto on Coos River Secondary State Highway, in Coos County;
2. Construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary State Highway, in Linn County;
3. Construction of Umatilla River Bridge and approach roads thereto on the Sunnyside-Umapine Secondary State Highway, in Umatilla County;
4. Construction of a storage and office building and a storage shed near Klamath Falls, in Klamath County.

After discussion the Commission approved the said offers and, by affirmative vote of each of the Commissioners present, adopted the following resolutions accepting such offers:

16 a

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE CATCHING SLOUGH BRIDGE AND APPROACH ROADS THERETO ON THE COOS RIVER SECONDARY HIGHWAY IN COOS COUNTY, AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Catching Slough Bridge and approach roads thereto on the Coos River Secondary Highway in Coos County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 80749-127

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington D. C.,
Dated: Jun 24 1938
Docket No. Oreg. 1172-F.

"State Highway Commission of
the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer) which are made a part hereof, the United States of America Hereby offers to aid in financing the demolition of existing structures and the construction of a bridge over Catching Slough, including the grading and surfacing of approaches thereto and the acquisition of necessary land and rights-of-way therefor (herein called the "Project"), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 per cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $41,171.

"2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 8 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 8 months from the commencement of construction.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

(Sgd.) H. A. Gray

By ______________________
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than eight weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within eight months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

____
As Chairman

E B Aldrich
As Commissioner

F L Tou Velle
As Commissioner

FORM 2-E-1 2M 12-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 9, 1938

Coast
Projects
Bridges

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith copies of correspondence with Mr. George H. Jenkins, representing the Catching Slough Drainage District.

I believe this settles this matter and we are proceeding with the design of the drawbridge, and will let this work as soon as money is available.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock

COPY

COOPERATIVE EXTENSION WORK
IN
AGRICULTURE AND HOME ECONOMICS

STATE OF OREGON
Coquille

May 3, 1938

Mr. G. S. Paxon,
Bridge Engineer,
Oregon State Highway Commission,
Salem, Oregon

Dear Mr. Paxon:

We have your letter in which you state that the highway commission feels that it must proceed with the construction of the drawbridge as originally planned over Catching Inlet, since the law covering such matters as the construction of the tide-gate and dike over Catching Inlet requires the approval of the Port commission in the area in which the project is located, and since we advised you that the Port commission of Coos Bay has definitely disapproved this project.

Most of the landowners in this district were greatly disappointed at the action taken by the Port commission, but realize that there is nothing further which they can do in behalf of the dike and tide-gate.

We wish to thank you and members of the Highway commission for the consideration which was given to this project, and hope the delay caused in the plans for the bridge will not cause serious inconvenience.

Yours very truly,

George H. Jenkins (Signed)

George H. Jenkins
County Agricultural Agent

GHJ: ep

dk/

C
O
P
Y

April 30, 1938

Mr. George H. Jenkins
County Agricultural Agent
Coos County
Coquille, Oregon

Dear Sir:

After talking to you over the telephone Thursday I conferred with Mr. Baldock and the Highway Commission concerning the Catching Slough tide gate and dike. The law covering such matters provides that any such project must have the approval of the Port Commissioners in the area in which the project is located. Since you advised me that the Port of Coos Bay definitely disapproves this project, there is no way that the matter can be carried further.

The condition of the present bridge is such that we can not delay its construction for any great length of time. We, therefore, feel that we must proceed with the construction of the drawbridge as originally planned. We are sorry that these objections to the tide gate and dike have come up as we feel that it would have been to our mutual advantage to have proceeded with the tide gate and dike.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK

FORM 9-4-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 7th, 1938

R. H. Baldock
State Highway Engr.
Salem, Oregon.

ATTN: H. G. SMITH

Dear Sir:

I have looked over the special provisions for the Catching Slough Bridge on the Coos River Secondary Highway and although I do not have any plans here in the office, I believe the specifications are alright as originally written with the exception that I would recommend a change in the surfacing.

You will note in the specifications as written that the surfacing is all of one size rock—that is 1½" minus. I believe it would be better to lay 8-inches of this 1½" minus and place thereon a top layer of 3/4" minus approximately 3-inches in thickness.

If you will change the quantities and the specifications on that item I believe the job will be alright.

Very truly yours,

K. D. LYTLE
Division Engineer

cc. R. H. Baldock

KDL:AF

Form 9-64 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
[illegible] - 1938
STATE HIGHWAY COMMISSION

605 Weatherly Bldg.
March 3, 1938

Correct
[illegible]
Bridge

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: G. S. Paxson

Dear Sir:

Your letter of March 1st received suggesting that Mr. Dresser stake out the Dairy Creek Bridge. With Mr. Young's crew he started staking this out March 2nd.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

NOTED
State Highway Engineer

RECEIVED
MAR 2 - 1938
STATE HIGHWAY COMMISSION

[illegible] to
Engr.
Bridges

605 Weatherly Bldg.
March 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Re: West Fork Dairy Creek

Attention: G. S. Paxson

Dear Sir:

On the last page of the West Fork Dairy Creek Bridge plans, there is a draftsman's error which should be corrected. One of the courses along the extra right of way for channel change reads "N. 69° W. 70'". This is an error, as the distance is 75 ft.

Please send me two prints of the vicinity map and two prints of the profile, if it is separate from the vicinity map. If the vicinity tracing has not been revised to fit the new channel change, I would like to have the blueprint on which this was worked up in this office last fall, as it will be of some assistance in staking off work.

In 1934 an overflow bridge was built about 200 ft. south of this new bridge. Please give me the depth of penetration secured.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
H. G. Smith

FORM 3-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON
605 Weatherly Bldg.
February 7, 1938

RECEIVED
FEB 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

Covered Bridges

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: C. S. Paxson

Dear Sir:

On December 10, 1937, we mailed you the cross-sections and earthwork computation sheets for the crossing of the West Fork of Dairy Creek, 3.5 miles north of Forest Grove.

We do not have any record of this data having been returned to this office as requested in our letter of that date. As this data will be of some help in laying out the structure, we would like to have it returned at your convenience.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

By

Wilbur M. Darby
Office Engineer

WMD:DP
CC R. H. Baldock

Coast Bridge

RECEIVED
JAN 11 1938
FOR FILING

January 10, 1938

Coos County Court

Coquille, Oregon

Attention: Judge Hugh McLain

Gentlemen:

Mr. Stephenson of this department will call upon your county engineer tomorrow to go over the site of the proposed South Fork of Coos River Bridge.

In accordance with your request the State Highway Department will prepare plans for the proposed structure.

Very truly yours,

R. H. Baldock
State Highway Engineer

cc M. Stephenson
Bridge Department

CONTRACT [redacted] 2100

FA 195-D(1) Salt Creek Sec., 1938
Willamette Hwy.

2100

RECEIVED
MAY 20 1940
FOR FILING

FA 195-D-1

May 18, 1940

HARVEY WELLS-REED INSURANCE AGENCY
Failing Building
Portland, Oregon

Gentlemen:

In reply to the inquiry contained in your letter of May 16, you are advised that the date of acceptance of the F. C. Dillard Contract #2100, Salt Creek Section, Willamette Highway, by the State Highway Commission was July 26, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
MAY 8 1940
FOR FILING

195-D-1

May 7, 1940

Ridgway, Johnson, Kendall & Stephan
Attorneys at Law
United States National Bank Building
Portland, Oregon

Attention: Everett A. Johnson

Gentlemen:

Reply is made to your letter of May 6 relative to state highway contract No. 2100 awarded by the State Highway Commission to F. C. Dillard covering the clearing of the Salt Creek Section of the Willamette Highway, in Lane County.

According to the Highway Commission's records the only claim filed against this contract is that of Parker-Schram Company in the amount of $300. We have no knowledge of any suit having heretofore been brought against the bond. I might say that the bond was written by the Great American Indemnity Company for whom Harvey-Wells Reed Insurance Agency is local agent with offices in the Failing Building, Portland.

Very truly yours,

HBG:AM

Secretary

May 7, 1940

H. B. G.

The Parker-Schram Co. claim in amt. $300.00 is the only one of record against F. C. Dillard on Cont. 2100, Salt Creek Section in Lane Co.,

McFarland.

& STEPHAN

LDING

MAY 7 - 19

ay 6, 1940.

State Highway Commission,
Salem,
Oregon.

RE: Contract No. 2100,
Project 2265, Salt Creek Section,
Willamette Highway, Lane County, Oregon.

Gentlemen:

Last January and prior to the expiration of six months immediately following the completion of the contract above noted, our client Parker-Schram Company filed with you a notice of non-payment of its claim of $300.00 for facilities furnished the contractor F. C. Dillard; which claim is still unpaid.

We are now instructed by Parker-Schram Company to bring suit upon the contractor's bond, but before so doing, ask that you kindly give us the name and address of any other lien claimants on this job; also, that you advise us, if you know, whether any suit has heretofore been brought upon the bond.

Thanking you for the information requested, we are,

Very truly yours,

RIDGWAY, JOHNSON, KENDALL & STEPHAN,

By Everett A. Johnson

Everett A. Johnson

EAJ:L

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

ANSWERED
H. B. GLAISYER

RIDGWAY, JOHNSON, KENDALL & STEPHAN
ATTORNEYS AT LAW
UNITED STATES NATIONAL BANK BUILDING
PORTLAND, OREGON

ALBERT B. RIDGWAY
EVERETT A. JOHNSON
JOHN C. KENDALL
ALBERT E. STEPHAN

MAY 7 - 1

May 6, 1940.

State Highway Commission,
Salem,
Oregon.

RE: Contract No. 2100,
Project 2265, Salt Creek Section,
Willamette Highway, Lane County, Oregon.

Gentlemen:

Last January and prior to the expiration of six months immediately following the completion of the contract above noted, our client Parker-Schram Company filed with you a notice of non-payment of its claim of $300.00 for facilities furnished the contractor F. C. Dillard; which claim is still unpaid.

We are now instructed by Parker-Schram Company to bring suit upon the contractor's bond, but before so doing, ask that you kindly give us the name and address of any other lien claimants on this job; also, that you advise us, if you know, whether any suit has heretofore been brought upon the bond.

Thanking you for the information requested, we are,

Very truly yours,

RIDGWAY, JOHNSON, KENDALL & STEPHAN,

By Everett A. Johnson
Everett A. Johnson

EAJ:H

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

ANSWERED
H. B. GLAISYER

#2100

FA 175-E-1

January 24, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges your letter of January 23, enclosing three copies of a notice of claim by Parker-Schram Company in the amount of $[illegible].00, against F. G. Dillard for materials supplied to and rental due from him in connection with his performance of State Highway Contract No. 2100, Salt Creek Section of the Willamette Highway, in Lane County.

We have made note of this claim in our records of this job and will see that the contractor and his surety are promptly notified thereof.

Very truly,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 24, 1940

GREAT AMERICAN INDEMNITY COMPANY
c/o Harvey Wells-Reed Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Parker-Schram Company, in the amount of $300.00, against F. C. Dillard for materials supplied to and rentals due from him in connection with the clearing of the Salt Creek Section of the Willamette Highway, in Lane County, being State Highway Contract No. 2100.

Inasmuch as you are surety for the contractor on this job, we hand you herewith one of these copies of the notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - F. C. Dillard
39 Summit Avenue
Medford, Oregon

#2100

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

January [illegible], 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. [illegible]

There are enclosed for your information and files, three copies of a notice of claim by P[illegible] Company, for $[illegible].60 against the bond taken from [illegible], principal, and Great American Indemnity Company, surety, in connection with highway contract No. 2100 which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
[illegible]

PARKER-SCHRAM COMPANY

General Constructors
Couch Building
Portland, Oregon

January 22, 1940.

To Earl Snell, Secretary of State,
and to The Oregon State Highway
Commission, Salem, Oregon.

Great American Indemnity Company,
c/o Harvey Wells,
Failing Building,
Portland, Oregon.

NOTICE IS HEREBY GIVEN that the undersigned PARKER-SCHRAM COMPANY, a copartnership comprised of the partners CHAS. T. PARKER and C. A. SCHRAM, with offices at Couch Building, Portland, Oregon, has a claim for materials supplied to and rentals due from F.C. Dillard, Contractor, of 39 Summit Avenue, Medford, Oregon, and his bondsmen Great American Indemnity Company with local offices in the Failing Building, Portland, Oregon, in the sum of $300.00 for the work of clearing 3.16 miles of highway right of way on the Salt Creek Section of the Willamette Highway in Lane County, Oregon; this work being covered by contract No. 2100 of the State Highway Commission, and bearing Federal Aid Project No. 195-D (1), let to said F. C. Dillard, completed July 10, 1939 and accepted by formal action of the State Highway Commission on July 26, 1939.

For the prosecution of the work contemplated and required by said contract, which was in a section remote from cities or towns with adequate housing facilities, the said contractor required a camp and buildings for the housing of his crew, and in lieu of the building by the contractor of such a camp, the said contractor F. C. Dillard rented from said copartnership Parker-Schram Company the construction camp of said Parker-Schram Company near Odell Lake and in the locality of the operations of said Dillard under his contract aforesaid; this rental agreement being made between said parties in the summer or autumn of the year 1938, with an agreed rental to be paid by said Dillard to said partnership of $300.00 for the period of required use of said camp.

Pursuant to said rental agreement, the said Dillard occupied the Odell Lake camp of said copartnership and made use thereof in the housing of his crew and equipment while engaged in the performance of said contract with the State Highway Commission, which contract was completed and the work accepted by the State Highway Commission July 26, 1939, but neither said contractor nor any other in his behalf has made payment whatsoever to said Parker-Schram Company of the agreed rental of $300.00, notwithstanding demand made upon said contractor Dillard for the payment thereof.

Dated at Portland, Oregon, this 22nd day of January, 1939.

PARKER-SCHRAM COMPANY
By C. A. Schram
per m.w.
Co-Partner

Endorsed: File No. 2862
Filed January 23, 1940, EARL SNELL, Secretary of State

#2100

FA 195-K-1

January 23, 1940

Parker-Schram Company
General Constructors
Couch Building
Portland, Oregon

Attention: C. A. Schram, Co-Partner

Gentlemen:

This is to acknowledge receipt of the carbon copy of your letter of January 22 directed to Earl Snell, Secretary of State, the Oregon State Highway Commission, and the Great American Indemnity Company in which you advise of your claim in the amount of $300 against F. C. Dillard, same being for rental of your camp facilities at Odell Lake.

Note of your claim is being made in the records of the contract awarded to F. C. Dillard, being contract No. 2100 for the clearing of the Salt Creek Section of the Willamette Highway, in Lane County.

In accordance with our usual practice I am also bringing your claim to the attention of Mr. Dillard.

Very truly yours,

Secretary

HBG:AM

January 23, 1940

Mr. F. C. Dillard
39 Summit Avenue
Medford, Oregon

Dear Sir:

This is to advise you that a claim in the amount of $300 for rental of camp facilities at Odell Lake has been filed with the State Highway Commission by Parker-Schram Company against you in connection with your contract with the State Highway Commission, No. 2100, which is for clearing the Salt Creek Section of the Willamette Highway, in Lane County.

Very truly yours,

HBG:AM

Secretary

CHAS. T. PARKER
CARL A. SCHRAM

PARKER-SCHRAM COMPANY
GENERAL CONSTRUCTORS

COUCH BUILDING
PORTLAND, OREGON

January 22, 1940.

To Earl Snell, Secretary of State,
and to The Oregon State Highway
Commission, Salem, Oregon.

Great American Indemnity Company,
c/o Harvey Wells,
Failing Building,
Portland, Oregon.

ACKNOWLEDGED
H. B. GLAISYER

NOTICE IS HEREBY GIVEN that the undersigned PARKER-SCHRAM COMPANY, a copartnership comprised of the partners CHAS. T. PARKER and C. A. SCHRAM, with offices at Couch Building, Portland, Oregon, has a claim for materials supplied to and rentals due from F. C. Dillard, Contractor, of 39 Summit Avenue, Medford, Oregon, and his bondsmen Great American Indemnity Company with local offices in the Failing Building, Portland, Oregon, in the sum of $300.00 for the work of clearing 3.16 miles of highway right of way on the Salt Creek Section of the Willamette Highway in Lane County, Oregon; this work being covered by contract No. 2100 of the State Highway Commission, and bearing Federal Aid Project No. 195-D (1), let to said F. C. Dillard, completed July 10, 1939 and accepted by formal action of the State Highway Commission on July 26, 1939.

For the prosecution of the work contemplated and required by said contract, which was in a section remote from cities or towns with adequate housing facilities, the said contractor required a camp and buildings for the housing of his crew, and in lieu of the building by the contractor of such a camp, the said contractor F. C. Dillard rented from said copartnership Parker-Schram Company the construction camp of said Parker-Schram Company near Odell Lake and in the locality of the operations of said Dillard under his contract aforesaid; this rental agreement being made between said parties in the summer or autumn of the year 1938, with an agreed rental to be paid by said Dillard to said partnership of $300.00 for the period of required use of said camp.

Pursuant to said rental agreement, the said Dillard occupied the Odell Lake camp of said copartnership and made use thereof in the housing of his crew and equipment while engaged in the performance of said contract with the State Highway Commission, which contract was completed and the work accepted by the State Highway Commission July 26, 1939, but neither said contractor nor any other in his behalf has made payment whatsoever to said Parker-Schram Company of the agreed rental of $300.00, notwithstanding demand made upon said contractor Dillard for the payment thereof.

Dated at Portland, Oregon, this 22nd day of January, 1939.

PARKER-SCHRAM COMPANY,

By C. A. Schram per [illegible]

Co-Partner

#2100

P.A 195-19-1

January 22, 1940

Great American Indemnity Co.,
c/o Harvey Wells Insurance Agency
Failing Building
Portland, Oregon

Gentlemen:

There has been filed with this office affidavit of the claim of Parker-Schram Company against the bond of F. C. Dillard for rental of camp buildings used by F. C. Dillard in connection with his contract with the State Highway Commission covering the clearing of the Salt Creek Section of the Willamette Highway in Lane County, Contract No. 2100. The amount of said claim is $300.00.

This information is furnished you inasmuch as you are surety on the bond furnished by Mr. Dillard on this project.

Yours very truly,

Secretary

HBG:MC

cc - F. C.Dillard
39 Summit Ave.,
Medford, Oregon

January 20, 1940

Ridgway, Johnson, Kendall & Stephan,
Attorneys at Law
United States National Bank Bldg.,
Portland, Oregon

Attention: Everett A. Johnson

Gentlemen:

I just received your letter of January 18 enclosing affidavit of the claim of Parker-Schram Company against F. C. Dillard, arising out of Mr. Dillard's contract No. 2100 with the State Highway Commission for the clearing of the Salt Creek Section of the Willamette Highway, in Lane County, and I note your request for a certified copy of the contract and bond. This is being forwarded to you today, by express.

As you will note from the contract, the bond furnished by Mr. Dillard in connection with this job was written by the Great American Indemnity Company for whom Harvey Wells Insurance Agency is the local representative, with offices in the Failing Building, Portland. This bond is in the amount of $14,100.00 and is dated August 13, 1938. Mr. Dillard's address is 39 Summit Avenue, Medford, Oregon.

According to our records this job was completed on July 10, 1939, and was accepted by formal action by the State Highway Commission on July 26, 1939.

Yours very truly,

HBG:MC

Secretary

ALBERT B. RIDGWAY
EVERETT A. JOHNSON
JOHN C KENDALL
ALBERT E. STEPHAN

RIDGWAY, JOHNSON, KENDALL & STEPHAN
ATTORNEYS AT LAW
UNITED STATES NATIONAL BANK BUILDING
PORTLAND, OREGON

January 18, 1940.

State Highway Commission,
Salem,
Oregon.

RE: Contract No. 2100 for Grading 3.16 Miles of Highway Right of Way on the Salt Creek Section of Willamette Highway, Lane County, Oregon. Federal Aid Project 195-D (1).

Gentlemen:

Pursuant to the provisions of Chapter 517 Oregon Laws 1939, amending Section 67-1101 Oregon Code, 1935 Supp., we hand you herewith affidavit of C. A. Schram, with the request that he be furnished, in care of our office, with a certified copy of your contract above numbered with F. C. Dillard, Medford, Oregon, together with like copy of the bond given to secure payment of claims for labor or materials required for the performance of the contract.

Since the six months period within which claims may be made against the bond for this work will shortly expire, we trust that the requested copies will be promptly forthcoming, and that in the meantime you give us the date and amount of the bond, and name and address of principal and surety thereon, so claim of our client may be filed within time.

Very truly yours,

RIDGWAY, JOHNSON, KENDALL & STEPHAN,

By Everett A. Johnson
Everett A. Johnson

EAJ:M

cc - C. A. Schram

REFERRED TO
[illegible]
please prepare certified copy of contract & bond
[illegible]

REFERRED TO

ACKNOWLEDGED
H B GLAISYER

STATE OF OREGON,)
County of Multnomah,) ss
City of Portland,)

I, C. A. SCHRAM, being first duly sworn, upon my oath depose and say:

I am one of the general partners of the copartnership of PARKER-SCHRAM COMPANY, with offices in Couch Building, Portland, Oregon.

Heretofore one F. C. Dillard, of Medford, Oregon, entered into a contract with the State of Oregon by and through the Oregon State Highway Commission, for the grading of 3.16 miles of highway right of way on the Salt Creek Section of the Willamette Highway in Lane County, Oregon; this contract being numbered 2100 of the State Highway Commission, and bearing Federal Aid Project No. 195-D (1).

For the prosecution of the work contemplated and required by said contract, which was in a section remote from cities or towns with adequate housing facilities, the said contractor required a camp and buildings for the housing of his crew, and in lieu of the building by the contractor of such a camp the said contractor F. C. Dillard rented from said copartnership Parker-Schram Company the construction camp of said Parker-Schram Company near Odell Lake and in the locality of the operations of said Dillard under his contract aforesaid; this rental agreement being made between said parties in the summer or autumn of the year 1938, with an agreed rental to be paid by said Dillard to said partnership of $300.00 for the period of required use of said camp.

Pursuant to said rental agreement, the said Dillard occupied the Odell Lake camp of said copartnership and made use thereof in the housing of his crew and equipment while engaged in the performance of said contract with the State Highway Commission, which contract was completed and the work accepted by the State Highway Commission July 26, 1939, but neither said contractor nor any other in his behalf has made payment whatsoever to said Parker-Schram Company of the agreed rental of $300.00, notwithstanding demand made upon said contractor Dillard for the payment thereof.

I make this affidavit upon personal knowledge in the premises and to comply with the requirements of Section 67-1101 Oregon Code, 1935 Supp., as amended by Chapter 517 Oregon Laws 1939, for the purpose of obtaining from said Oregon State Highway Commission certified copy of said contract and the penal bond given in connection therewith to secure prompt payment of material and labor claims arising out of the prosecution of the work in said contract provided for.

CASchram

Subscribed and sworn to before me this 18th day of January, 1940.

Everett R. [illegible]
Notary Public for Oregon
My Comm. Expires Oct. 24, 1940

RECEIVED
OCT 30 1939
FOR FILING

195-D-1

October 28, 1939

Mr. F. C. Dillard
990 East 21st Avenue
Eugene, Oregon

Dear Sir:

Replying to your inquiry of October 21, as to when final estimate could be expected on State Highway Contract No. 2100, Salt Creek Section, Willamette Highway, I have to advise that voucher covering this estimate was mailed for your signature October 26, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

F. C. DILLARD
ENGINEER AND CONTRACTOR
EUGENE, OREGON

OCT 25 19

990 East 21st. Ave.,
October 21st, 1939.

R. H. Baldock,
Engineer State Highway Commission,
Salem, Oregon.

Dear Sir:

Our State Contract No. 2100 for Salt Creek Clearing was completed on July 8th. I am wondering when the final estimate may be expected. I would appreciate early action.

Yours very truly,

F. C. Dillard

F. C. Dillard.

REFERRED TO
[illegible]
SECRETARY

prepare answer [illegible]
and
[illegible] this [illegible]

#2100

RECEIVED
OCT 27 1939
FOR FILING

7a 195-D-1

October 27, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2100, for the construction of the Salt Creek Section of the Willamette Highway in Lane County, has been completed by the contractor, F. C. Dillard, and that final settlement will be made by the State with said contractor for work done under said contract on or after November 6, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $13,940.89, including the final payment. Of this amount $36.14 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R.H. Baldock

195-D-1

Final Cost Analysis-October 13, 1939
Salt Creek Falls Section
Willamette Highway in Lane County
Contract 2100 Prefix 20-1027
F. C. Dillard, Contractor Glen Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing	$15,846.17				$12,000.00
Extra Clearing	792.31	3.086 Acres	256.74	200.00	617.20
Felling Danger Trees	996.00	1,660 sq. ft.	0.60	0.75	1,245.00
Cook House	2,226.06	1,776½ Man Days	1.25	1.00	1,776.52
	$19,860.54				$15,638.72

Total Cost	$19,860.54
Gross Revenue	15,638.72
Net Loss	$4,221.82

Net Loss Equals 27.00% of Gross Revenue

Contract 2100

Details of Cost

Labor:

Supervision		$2,044.34	
Labor		9,181.85	
State Industrial Accident	3% of P/R	336.79	
Unemployment Compensation	3% of P/R	336.79	
Old Age Benefit	1% of P/R	112.26	
			$12,012.03

Miscellaneous:

Equipment Rental (Including Repairs)	$2,216.18	
Gas, Oil and Grease	929.40	
Move In	704.33	
Explosives	333.28	
Team Hire	296.11	
Small Tools & Miscellaneous Expense	664.21	
Camp Expense	323.15	
Overhead Expense	550.24	
Home Office Expense	138.62	
Bond 1% of Revenue	138.62	
Cook House Supplies	1,554.37	
		7,848.51
Total Cost		$19,860.54

Contract 2100

REMARKS:

This was a Regular Federal Aid Project and consisted of clearing of 3.16 miles of highway right of way. The contract was bid and awarded August 4th, 1938; work was started August 18th, 1938, closed down for the winter November 10th, 1938, resumed May 17th, 1939 and completed July 10th, 1939.

Clearing area amounted to approximately 32 acres. Grubbing was done on a later contract. A cruise showed the timber stand to consist of 61½% Douglas Fir, 3% Western White Pine, 15½% Western Hemlock and 20% Engelmann Spruce. Trees were generally 24 inches in diameter or less. Equipment on the job included a 76 h.p. L.O. diesel tractor and dozer, 30 h.p. tractor and dozer, a 210 cu. ft. compressor mounted on a 30 h.p. tractor, a Ford dump truck, a Dodge pickup and fire fighting pump and 1500 feet of hose. Two teams were also hired for cold decking.

Clearing operations were poorly coordinated, the job being opened in too many places, scattering men and equipment with a consequent waste of time. The job was bid too low, and it is doubtful if a profit could have been earned under the best supervision. A loss on cookhouse operations added to the loss suffered on contract items.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

K. D. Lytle

Final Cost Analysis-October 13, 1939
Salt Creek Falls Section
Willamette Highway in Lane County
Contract 2100 Prefix 20-1027
F. C. Dillard, Contractor Glen Roberts, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing	$15,846.17				$12,000.00
Extra Clearing	792.31	3.086 Acres	256.74	200.00	617.20
Felling Danger Trees	996.00	1,660 sq. ft.	0.60	0.75	1,245.00
Cook House	2,226.06	1,776½ Man Days	1.25	1.00	1,776.52
	$19,860.54				$15,638.72

Total Cost	$19,860.54
Gross Revenue	15,638.72
Net Loss	$4,221.82

Net Loss Equals 27.00% of Gross Revenue

Contract 2100

Details of Cost

Labor:			
Supervision		$2,044.34	
Labor		9,181.85	
State Industrial Accident	3% of P/R	336.79	
Unemployment Compensation	3% of P/R	336.79	
Old Age Benefit	1% of P/R	112.26	
			$12,012.03
Miscellaneous:			
Equipment Rental (Including Repairs)		$2,216.18	
Gas, Oil and Grease		929.40	
Move In		704.33	
Explosives		333.28	
Team Hire		296.11	
Small Tools & Miscellaneous Expense		664.21	
Camp Expense		323.15	
Overhead Expense		550.24	
Home Office Expense		138.62	
Bond 1% of Revenue		138.62	
Cook House Supplies		1,554.37	
			7,848.51
	Total Cost		$19,860.54

Contract 2100

REMARKS:

This was a Regular Federal Aid Project and consisted of clearing of 3.16 miles of highway right of way. The contract was bid and awarded August 4th, 1938; work was started August 18th, 1938, closed down for the winter November 10th, 1938, resumed May 17th, 1939 and completed July 10th, 1939.

Clearing area amounted to approximately 32 acres. Grubbing was done on a later contract. A cruise showed the timber stand to consist of 61½% Douglas Fir, 3% Western White Pine, 15½% Western Hemlock and 20% Engelmann Spruce. Trees were generally 24 inches in diameter or less. Equipment on the job included a 76 h.p. L.O. diesel tractor and dozer, 30 h.p. tractor and dozer, a 210 cu. ft. compressor mounted on a 30 h.p. tractor, a Ford dump truck, a Dodge pickup and fire fighting pump and 1500 feet of hose. Two teams were also hired for cold decking.

Clearing operations were poorly coordinated, the job being opened in too many places, scattering men and equipment with a consequent waste of time. The job was bid too low, and it is doubtful if a profit could have been earned under the best supervision. A loss on cookhouse operations added to the loss suffered on contract items.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

#2100

EA 195-D-1

September 9, 1939

Union Oil Company of California,
Portland, Oregon.

Attention: D. G. von der Hellen

Gentlemen:

Reference is made to your letter of September 8th concerning the F. C. Dillard Contract No. 2100, clearing, Salt Creek Section in Lane County.

You are advised that the above contract was completed July 10, 1939, and was accepted July 26, 1939. Final payment will probably be made within the next thirty days.

Very truly yours,

Secretary.

Dict. by J. McFarland.

2100
Lane Co

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

September 8, 1939

RECEIVED
SEP - 9 1939
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen

F. C. DILLARD
39 Summit Avenue
Medford, Oregon
Oregon State Highway
Contract #2100

Mr. Dillard was the original contractor on the Salt Creek Section of the Willamette Highway, in Lane County, Contract #2100.

Will you please tell me if this job has been completed and if not, when it is anticipated to be completed? Also, we would like to know if Mr. Dillard has received his final estimate check, and if not, when you expect to mail it to him.

Enclosed is our postage paid envelope. The information can be placed on the bottom of this letter if you wish.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: D. G. von der Hellen

DvH:B
Enclosure

Returned #415.81

FORM 401 P 12-38

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

FAP 195-D-1

August 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 195-D (1), Salt Creek Section, was made by a representative of this office on July 18, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Highway Engineer

Tom

2100

FA 195-[illegible]

July 27, 1939

Great American Indemjity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to F. C. Dillard on Contract No. 2100, Salt Creek Section of the Willamette Highway in Lane County. This payment will be made on or after August 6, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-A-1 10M 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Cascade Summit

RECEIVED
13 1939
STATE HIGHWAY COMMISSION

July 10th., 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
Portland, Oregon.

NOTED
C. B. McCullough

Dear Sir:

Completed today F. A. Project 195-D (1), Contract No. 2100. All work on the project has been completed.

Very truly yours,

Glenn E. Roberts

Glenn E. Roberts

cc Mr. R. H. Baldock. ✓
cc Mr. S. H. Probert.
Mr. K. D. Lytle.

Form 230—3M—10-37

FA 195-15-1

REGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 8th., 1939, 193

Section Salt Creek

Highway Willamette

Contractor F. C. Dillard

Date of contract August 4th., 1938, 193

Date work started August 18th., 1938, 193

Amount of contract $ 14,100.00

Kind of work Clearing

Section prefix 10 - 1027

Contract number 2100

Date of completion December 31st., 1938, 193

Estimated date of completion July 15th., 1939, 193

Per cent of time elapsed 230 % %

Estimated cost of completed project, exclusive of engineering $ 14,664.00

Per cent of contract completed, based on total contract price 99 % %

Engineering cost to date, $ 1,561.00, 10.8% %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Completed falling danger trees and cleared trails. Cleaned up odds and ends at various places and limbed some of the snags that were fallen as danger trees. Should finish some time next week.

NOTED
H. N. HACKETT

NOTED
H. W. LIBBY

NOTED
RAY WEBBER

Signed E. Robert

Address Cascade Summit, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	[illegible] Clearing	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	3.16				
Miles partially completed	3.16				
Miles completed	2.95				
Total estimated quantities	XXXX				
Estimated quantities moved or placed to date	XXXXX				
Average daily quantities	XXXXX				
Average daily quantities necessary to complete project on time	XXXX				
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	8				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ....No Equipment on job. . . . ., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Bright & Warm		
Monday	Showers		
Tuesday	Showers		
Wednesday	Showers		
Thursday	Bright & Warm		
Friday	Warm		
Saturday	Warm		

RECEIVED
JUN 5 - 1939

195-D-1

June 2, 1939

Mr. F. C. Dillard
1035 Ferry Street
Eugene, Oregon

Dear Sir:

You are advised that we have received from the GREAT AMERICAN INDEMNITY COMPANY their consent to an extension of time to July 10, 1939, on your contract, No. 2100, for the Clearing of the Salt Creek Section, in Lane County. Please forward your formal application for this expension to this office so that the matter may be presented to the Highway Commission.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

JM:MBL

cc - K. D. Lytle

Mr. Lytle:

Please advise your recommendation.

HBG

5

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 195-D (1)
Salt Creek section
Willamette Highway

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jer

A4pr- 36071

Form P. R. 2

State Oregon

Federal Aid Project No. 195-D(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 15th day of September, 1938

by and between The Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1938, a project statement, which was approved by the Secretary on the 28th day of June, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section D(1) of said project which were recommended for approval by the United States District Engineer on the 21st day of July, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of nine thousand, four hundred seventy and 00/100 dollars ($9,470.00) as the share of the United States payable under said act on account of Section D(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

[illegible]

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 51, laws 1929, (include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1407+20, the westerly end of Section C of said project, and survey station 1575+95 near Salt Creek Falls, all in unsurveyed land, length 3.158 miles, in Lane County, being Section D(1) of Oregon Federal Aid project No. 195, consisting of 3.158 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, [illegible].

8—5518

RECEIVED
★OCT 31 1938★
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section D(1) of said project shall not in any event exceed the sum of nine thousand, four hundred seventy and 00/100 dollars ($9,470.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of fifteen thousand, five hundred ten and 00/100 dollars ($15,510.00), the approved total estimated cost of Section D(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927. (Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 19 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ____________________

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L LaVelle

Member, State Highway Commission
(Title of officer)

By ____________________

____
(Title of officer)

By ____________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 195-D(1) State of Oregon

SECOND. That in accordance with said provisions I have approved the sum of $ 15,510.00 as the total estimated cost of said project, and the sum of $ 9,470.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 19 1938 one thousand nine hundred and *thirty-eight*

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

FORM 8-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
W. E. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 24 1938
FOR FILING
195-?-21

RECEIVED
22 1938
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

Oct. 21, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
State Highway Engineer

Attention: E. G. Smith

Dear Sir:

The Salt Creek Section of the Willamette Highway is located over and across an area of open land known as the Rankin Horse Pasture. This area had been fenced by the Forest Service and was used as a pasture. Our line goes thru the middle of the pasture and cuts it in two small parcels which now make it unsuitable for the purpose intended.

Rathern than refence these two small areas, the Forest Service has requested us to fence a like area in a different location and I am sending, herewith, a Force Account Order covering the funds necessary for this work. The wire on the new area will be nailed to trees, which plan is approved by the Forest Service.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

(Stencil #28)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon F.A.P. 195-D (1)
Salt Creek section
Willamette Highway

September 6, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Fran

RECEIVED
SEP 3 1938
FOR FILING
70 195-D-1

September 2, 1938

F. C. Dillard,
39 Summit Avenue
Medford, Oregon

DearSir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2100 which was awarded to you on August 4, 1938, covering clearing on the Salt Creek Section of the Willamette Highway, in Lane County.

This copy of the contract is being sent to you for your records and files.

Yours very truly,

HBG:MC

Secretary

FORM 5-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 25 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1938
FOR FILING
7A195 E-1

August 23, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

We are attaching the original and one copy of a Free Administrative Use Permit received from the Supervisor of the Willamette National Forest covering the timber to be taken on the Salt Creek Clearing Project of the Willamette Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock
Roberts

NOTED
State Highway Engineer

RECEIVED
AUG 23 1938
FOR FILING

[illegible]

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Salt Creek Section, Project No. FA 195-D (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 195-D(1)

SALT CREEK SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

All Required		Clearing		$ 12,000.00
6.0	acres	Extra Clearing	$ 200.00	1,200.00
1,200	sq. ft.	Felling Danger Trees	0.75	900.00
			Subtotal	$ 14,100
			10% Engr. & Cont.	1,410
			Total	$ 15,510
		Length	3.158 miles	
		Cost per mile	$ 4,911	

Federal Aid Funds Requested- -	$ 9,461
State Funds- -	4,639
	$ 14,100

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM S-A-1 15M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938
FOR FILING
70195-00

August 11, 1938.

Mr. Glenn Roberts,
Resident Engineer,
Eugene, Ore.

Dear Sir:

The Division Office has requested that the data submitted for the clearing of Salt Creek Section of the Willamette Highway be sent to you to Eugene.

We are not sure just what data you will need, but are sending you under separate cover a blue print of profile and book of transit notes, Station 1407+20 to 1573+95; Our File 144-22

If you need any other data please advise.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
E. D. Lytle

NOTED
C. B. McCullough

RECEIVED
AUG 12 1938
FOR FILING

#2100

August 10, 1938

Mr. F. C. Dillard
39 Summit Avenue
Medford, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2100 which was awarded to you on August 4, 1938, by the Oregon State Highway Commission, covering the clearing of Salt Creek Section of the Willamette Highway, in Lane County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 9-A4 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 6 1938
FOR FILING
7A 195-W11

August 5, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
State Highway Engineer

Dear Sir:

Mr. Dillard, the successful contractor on the Willamette Highway clearing wishes to move in and start work at once. Please assign Mr. Roberts as engineer on this project and instruct him to stake out the right of way immediately.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
H.G.Smith
H
CC to
R.H.Baldock
Glenn Roberts

RECEIVED
AUG 6 1938
FOR FILING

195-Z-11

August 5, 1938

Mr. F. C. Dillard
39 Summit Avenue
Medford, Oregon

Dear Sir:

The State Highway Commission on August 4, 1938, awarded you the contract for clearing 3.16 miles of highway right of way on the Salt Creek Section of the Willamette Highway, in Lane County. This award was based on your low bid of $14,100 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - ~~Mr. S. H. Probert~~ ✓
~~[illegible]~~

RECEIVED
AUG 23 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. FA 195-D-1

RECEIVED
AUG 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

7

August 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 195-D (1), Salt Creek section of the Willamette Highway, to F. C. Dillard, Medford, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

FORM S-A-1 10M 6-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
JUL 26 1938
FOR FILING

Const
Project
Primary

FA 195-B (1)

July 23, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Highway Engineer

Attention: S. H. Probert

Dear Sir:

Will you please send to the Forest Supervisor at Eugene a set of the plans and specifications covering the clearing of the Salt Creek Section of the Willamette Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

cc: Baldock ✓

RECEIVED
AUG 23 1938
FOR FILING

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

July 21, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 195-D (1), the Salt Creek section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 2 3 1938
FOR FILING

July 15, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Salt Creek Section, Project No. FA [illegible] 195-D (1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

Oregon State Highway Department Federal Aid Project No. 195-B(1)

SALT CREEK SECTION OF THE

WILLAMETTE HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 15, 1938

All Required		Clearing		$ 14,200.00
6.0	acres	Extra Clearing	$ 400.00	2,400.00
1,200	sq. ft.	Felling Danger Trees	.60	720.00
			Subtotal	$ 17,320
			10% Engr. & Conts.	1,732
			Total	$ 19,052

Length	3.158 miles
Cost per mile	$ 6,032

Federal Aid Funds Requested- -	$ 11,630
State Funds- -	7,422
	$ 19,052

FORM S-A-1 10M 8-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 8 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

July 5, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: R. G. Smith

Dear Sir:

I am sending you, herewith, Specifications for the clearing of the Salt Creek Falls-Salt Creek Crossing Section of the Willamette Highway.

I have included only the section which we had planned to do, but it occurred to me that it might be well to include the clearing of the uncleared section on the Bureau's end - the length ofthe Bureau's section is approximately 1300 feet.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

enc

cc: Baldock ✓

FORM 2-A-1 [illegible]
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const.
Projects
Preliminary

OREGON STATE HIGHWAY COMMISSION

SALEM

July 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED

Dear Sir:

Please expedite the advanced clearing on the Willamette Highway, Salt Creek-Salt Creek Falls Section so that I can let it at the August letting.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/R
CC to
R.H.Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 28 1938
FOR FILING

June 25, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

NOTED
Highway Engineer

Dear Sir:

Please forward special provisions for clearing on the remaining portion of the Willamette Highway. I wish to contract this in the near future.

I am forwarding a sample copy of the clearing project which we recently let from Arch Cape to Beach Creek. This may be of some interest to you in connection with the Willamette project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/M

CC to
R.H.Baldock

CONTRACT# [redacted] 2101

122-1018 Fleming Ranch-Schindler Bridge Sec.
Albany-Lyons Secondary

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

122-1018

April 17, 1939

NOTED
C. B. McCullough

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

re: Fleming Ranch-Shindler Bridge Section
PWA Docket No. Oregon 1184-F

Enclosed find data which constitutes our second and final requisition for grant on the above-named project. The data submitted consists of the following:

1. 1 signed original, 3 signed, and 5 unsigned copies of form P.W.C.A. 21C.

2. 1 signed original, 3 signed, and 9 unsigned copies of P.W.A. Form 168.

3. 3 signed and 3 unsigned copies of form P.W.R.F. 106.

4. 3 copies of R.D. Form 7-26 for each of the Highway Commission employees working on the project.

5. 3 copies of detail statement of cost of the project (includes copies of final estimate, etc.).

6. 3 copies of R.D. Form 7-25, covering lands purchased for rights of way (includes copies of deeds, etc.).

We trust you will find the above in proper order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:TH
Enc.
cc: R. H. Baldock

#2101

RECEIVED
FEB 16 1939
FOR FILING
12

February 16, 1939

Great American Indemnity Company,
Harvey Wells Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2101, for the construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway in Linn County, has been completed by the contractors, Leonard & Slate, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 25, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractrs in connection with this contract will be $45,523.40, including the final payment. Of this amount $96.58 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-5-1 6M 8-38

COMMISSIONERS

R. H. BALDOCK

#2101

H.G. Smith

Form 338—5M—7-38

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending January 14 1939., 193

Section Fleming Ranch, Shindler Bridge

Kind of work Grading surfacing & bridge.

Highway Albany Lyons

Section prefix 122-1018

Contractor Leonard & Slate

Contract number 2101

Date of contract Aug. 4, 1938, 193

Date of completion Feb. 21, 1939, 193

Date work started Aug. 8, 1939, 193

Estimated date of completion Jan. 5, 1939, 193

Amount of contract $ 46,352.00

Per cent of time elapsed 74.5% %

Estimated cost of completed project, exclusive of engineering $ 42,843.55

Per cent of contract completed, based on total contract price %

Engineering cost to date, $ 3,549.86, %

Date project was completed Jan. 5, 1939., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Worked on final estimate and construction profile. Completed Friday night will be brought to Salem Saturday A.M.

Transferred Laurence Metcalf to A. A. Kirkwood effective Jan. 11, 1939.

NOTED
HACKETT

Al Mauck reported to Mr. Booth and as I will need him for a couple of days in order to set some R/W posts, and as he did not need him, he returned to me and will report next week.

NOTED
RAY WEBBER

FINAL REPORT ON THIS PROJECT.

RECEIVED
JAN 14 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
VAN SCOY

Signed L. D. Mars

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

#2101

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2101

FORM 2-E-1 4M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 1 1939
FOR FILING

January 11, 1939

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

This is to advise you that Leonard & Slate, contractors on the Fleming Ranch-Schindler Bridge Section, contract number 2101, completed all work under the contract on January 5, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

This will not require an extension of time as the work was completed within the specified time limit.

[illegible]

Yours very truly,

G. S. Paxson
Bridge Engineer

By W. A. Reeves
W. A. Reeves
Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE January 27, 1939
H. B. Glaisyer
Secretary

RECEIVED
OCT 4 1938
FOR FILING

122-1018

October 3, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2101 which was awarded to you on August 4, 1938, for construction of the Fleming Ranch-Schindler Bridge Section of the Albany Lyons Secondary Highway, in Linn County.

This copy is for your records and files.

Very truly yours,

Secretary

HBG:AM

RECEIVED
AUG 11 1938
FOR FILING

122-1018

August 10, 1938

LEONARD & SLATE
Multnomah
Oregon

Gentlemen:

We are sending you today by express seven copies of Contract No. 2101 which was awarded to you on August 4, 1938, by the State Highway Commission, covering the construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway, in Linn County.

Will you kindly execute all seven of these copies as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 6 1938
FOR FILING

122-1015

August 5, 1938

Leonard & Slate

Multnomah, Oregon

Gentlemen:

The State Highway Commission on August 4, 1938, awarded you the contract for construction of a bridge over Thomas Creek on the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway, in Linn County. This award was based on your low bid of $46,352 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. C. S. Paxson

RECEIVED
OCT 13 1938
FOR FILING

Portland, Oregon
(Place)

August 4, 1938
(Date)

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Portland, Oregon.

Sir:

At a meeting of Oregon State Hwy. Commission (Public body) held Aug. 4, 1938 (date) it was ordered that the following proposed resolution be submitted to you for approval:

"WHEREAS, the bids received for the construction of P.W.A. Docket 1184-F (Project), at Linn County, Oregon (City and State), have been duly opened, read and compared, and it appears that Leonard & Slate is low bidder, after taking alternate deductions ; and

WHEREAS, such bid is within the available funds of $53,000 ;

NOW, THEREFORE, BE IT RESOLVED, That the contract for the construction of said P.W.A. Docket 1184-F (Project) be and the same is hereby awarded to Leonard & Slate for the sum of Dollars ($ 46,352.00)

X

This proposed resolution of award will be adopted immediately upon (but not before) receipt of your approval.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
(Public Body)

By H B Glaisyer
(Title) Secretary

Approved:
W H Lynch
W. H. Lynch
District Engineer

Date Aug. 4, 1938

FORM 2-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

122-101

July 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Re: Fleming Ranch-Schindler Bridge
Section--Docket No. Oregon 1184-F

Dear Sir:

There are enclosed five certified copies of a resolution passed by the Oregon State Highway Commission establishing the minimum wage rates to be paid by contractors for work on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer ✓

FORM 2-E-1

STATE OF OREGON)
: ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor on the Fleming Ranch-Schindler Bridge Section, PWA Docket Number Oregon 1184-F, as the same appears in the minutes of July 20, 1938, entered in Volume 23 of the minute book wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on July 20, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 3, 1938, all members being present and participating.

IN WITNESS WHEREOF I have hereunto set my hand this twenty-second day of July, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-E-1

July 20, 1938

A RESOLUTION ESTABLISHING
MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS
FOR LABOR ON THE FLEMING RANCH-SCHINDLER BRIDGE SECTION
PWA DOCKET NUMBER OREGON 1184-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Linn County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by comparison with the minimum rates of pay set up by the Bureau of Public Roads for use on federal projects, including federal aid road work and all projects under the National Recovery Act. These wage rates have been in effect for several years and have been adopted by the Oregon State Highway Commission under date of February 19, 1937 as the standard for state work.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

m.9d.

Skilled Labor

Asphalt plant engineer	$1.20
Bricklayer	1.20
Carpenter, journeyman	1.20
Crane operator	1.20
Crusher operator (400 tons per day or over)	1.20
Dredge runner	1.20
Drill dresser	1.20
Electrician	1.20
Excavator operator (types comparable to Le Tourneau)	1.20
Hoisting engineer (2 or more active drums)	1.20
Lathers	1.20
Le Tourneau operator	1.20
Master finisher (concrete work)	1.20
Mechanic	1.20
Painter, journeyman	1.20
Mixer operator (5-bag rated capacity or over)	1.20
Pile driver workmen	1.20
Plasterer	1.20
Plumber	1.20
Power shovel operator	1.20
Reinforcing steel setter (steel tyers)	1.20
Rigger	1.20
Riveter	1.20
Rivet heater	1.20
Rivet bucker	1.20
Rivet passer	1.20
Sheet metal workers	1.20
Shinglers	1.20
Structural steel workers (erectors)	1.20
Waterproofers (bridge work)	1.20

Intermediate Grade Labor

Air compressor operator	.75
Blacksmith	.75
Compressor operator	$.75
Crusher operator (under 400 tons a day)	.75
Distributor driver or operator	.75
Finisher's assistant (under direction of master finisher)	.75
Fireman (steam shovel or hoist)	.75
Grader operator	.75
Hod carrier	.75
Jack hammer operator	.75
Mixer operator (machine less than 5-bag rated capacity)	.75
Mortar mixer (hand)	.75
Pile driver workmen (groundmen)	.75
Powder man	.75
Pump man	.75
Roller operator	.75
Tractor operator (20 or more H.P. mfr's rated capacity)	.75
Truck driver (over 1½-ton mfr's rated capacity)	.75

Unskilled Labor

Blacksmith's helper	.50
Carpenter helper (hammer and saw men)	.50
Cement handler	.50
Shoveler (concrete)	.50
Driver, truck (1½-ton mfr's rated capaicty or less)	.50
Electrician's helper (supplying electricians)	.50
Hod carrier	.50
Labor, miscellaneous unskilled	.50
Mechanic's helper	.50
Painter's helper (cleaning surface and supplying painters)	.50
Pitman	.50
Plumber's helper (supplying plumbers)	.50
Powder monkey (helper)	.50

Unskilled Labor (cont'd)

Reinforcing steel laborer	.50
Sloper	.50
Spader (concrete work)	.50
Structural steel laborer (handling steel)	.50
Subgrade laborer (hand tools)	.50

Unskilled Labor (cont'd)

Tractor operator (under 20 H.P. mfr's rated capacity	.50
Truck driver (1½-ton mfr's rated capacity or less)	.50
Watchman	.50

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual workers as such.

FORM B-S-1 2M 12-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 11 1938
FOR FILING

122-1014

July 9, 1938

Albany Democrat Herald
Albany, Oregon

Gentlemen:

There is enclosed a copy of our Notice to Contractors covering call for bids for the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway in Linn County which we desire you to publish on the days of July 13, July 20, and July 27, 1938. After each publication please forward us five copies of the publication and five copies of a certificate of publication.

There is a possibility that there may be some revisions to the wording of this advertisement. We ask that you acknowledge receipt of this letter and the copy of the advertisement by collect wire as soon as it is received by you, also that you advise us of the latest time possible for us to call you in the event that any revisions are necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

FORM B-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 24 1938
FOR FILING
122-1018

July 1, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Fleming Ranch-Schindler
Bridge Section
Docket No. Oregon 1184-F

Dear Sir:

There are enclosed three certified copies of a resolution passed by the Highway Commission at its meeting of June 30th accepting the P.W.A. offer for grant to aid in the construction of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: R. H. Baldock
H. B. Glaisyer
J. M. Devers

STATE OF OREGON)
: ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission, relating to the Resolution of the Commission accepting the offers of the United States of America through the Public Works Administration to aid by way of grant in financing the construction of certain projects, as the same appear in the minutes of June 30, 1938, entered in Volume 23 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of July, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, June 30, 1938

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the acceptance of the offers of the United States of America to aid in financing the following state highway projects by making grants of federal funds in the amount of 45 per cent of the cost of such projects, including the acquisition of lands and rights of way needed therefor, upon completion:

1. Construction of Catching Slough Bridge and approach roads thereto on Coos River Secondary State Highway, in Coos County;

2. Construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary State Highway, in Linn County;

3. Construction of Umatilla River Bridge and approach roads thereto on the Sunnyside-Umapine Secondary State Highway, in Umatilla County;

4. Construction of a storage and office building and a storage shed near Klamath Falls, in Klamath County.

After discussion the Commission approved the said offers and, by affirmative vote of each of the Commissioners present, adopted the following resolutions accepting such offers:

16b

R E S O L U T I O N

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE FLEMING RANCH-SCHINDLER BRIDGE SECTION OF THE ALBANY-LYONS SECONDARY HIGHWAY NO. 211 IN LINN COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway No. 211 in Linn County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 80934-14

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: June 28 1938
Docket No. Oreg. 1184-F.

"State Highway Commission
of the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer) which are made a part hereof, the United States of American hereby offers to aid in financing the construction of road improvements and a bridge on the Albany-Lyons Secondary Highway No. 211 in Linn County (Fleming Ranch-Schindler Bridge Section), including the acquisition of necessary land and rights of way (herein called the "Project"), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant"), in the amount of 45 per cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $25,310.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 8 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 7 months from the commencement of construction.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than eight weeks from the date of the offer; and to complete the work with all practicable dispatch, and in any event within seven months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

E B Aldrich
As Commissioner

F L Tou Velle
As Commissioner

FORM 2-E-1 5M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

122-[illegible]

June 29, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached find signed Offer of the Public Works Administration to aid in financing the construction of a bridge and approach roads thereto on the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary Highway No. 211 in Linn County, Docket Oregon 1184-F.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG DK
Attachment

Returned to Reeves
8/5/38 H.B.G.

CONTRACT# [redacted] 2102

FA 56-C(2) Shedd-Halsey Sec., Pacific
Hwy. East

2102

#2102

RECEIVED
[illegible]

F# 56-3-2

August 28, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2102, for the construction of the Shedd-Halsey Section of the Pacific Highway East in Linn County, has been completed by the contractor, D. L. Ashton, and that final settlement will be made by the State with said contractor for work done under said contract on or after September 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $4,339.58, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 22 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE NO. 56-C-2

POST OFFICE BUILDING
PORTLAND, OREGON

May 12, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 56-C (2), Shedd-Halsey landscaping, was made by a representative of this office on April 25, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By T M Davis
T. M. Davis
Highway Engineer

Jor

RECEIVED

FA 56-C-2

April 4th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

In regard to the elimination of the item "Preparation and Seeding of Roadside Areas" on Oregon Federal Aid Project 56-C (2), the Shedd-Halsey Section of the Pacific Highway.

Owing to the lateness of the fall rains it was felt that the seeding of the slopes forming the ditch would be inadvisable because the grass could not become securely rooted before the ditches would have become filled with storm water. Along this section the ditches become bank-full during the winter months, and only grass which had become thoroughly rooted would be able to survive such a long period of flooded condition.

It was also felt that the abundance of natural growth would cover the ground by spring; and therefore, it was not necessary to seed the ground where there was so little chance of success.

If any blank spots appear in the vegetation after the first mowing, I will be willing to seed the blank places.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

March 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of January 6, 1939, concerning the elimination of the item of "Preparation and Seeding of Roadside Areas" on Oregon Federal Aid Project 56-C (2), the Shedd-Halsey Section of the Pacific Highway.

An early reply would be appreciated, as we wish to have an adequate explanation before finalling the project.

Very truly yours,

W. H. LYNCH,
District Engineer

By L J Caufield
L. J. Caufield,
Highway Engineer

RECEIVED
DEC 30 1938

Decemberv29, 1938

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. L. Ashton, on Contract No. 2102 for the constructionnof the Shedd-Halsey Section of the Pacific Highway East in Linn County. This payment will be made on or after January 7, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 330—6M—10-37 H. G. Smith

56-C-2

EGON STATE HIGHWAY COMMISSIO

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Dec. 17, 1938

Section Shedd-Halsey

Kind of work Roadside Improvement

Highway East Pacific

Section prefix 22-1105

Contractor D. L. Ashton

Contract number 2102

Date of contract Aug. 4, 1938

Date of completion Oct. 31, 1938

Date work started Aug. 10, 1938

Estimated date of completion Dec. 10, 1938

Amount of contract $ 3604.25

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $ 4200.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 213.31, %

Date project was completed Dec. 10, 1938

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

McCrew worked from Wednesday until the end of the week on the final estimate, which will be completed by the early part of next week.

RECEIVED
DEC 20 1938
DIVISION ENGINEER
DIVISION NO. 2

NOTED
VAN SCOY

NOTED
RAY WEBBER

Signed

Address Hwy. Shops, Salem.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear		
Friday	"		
Saturday	"		

4 5M 9-38

COMMISSIONERS
RY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

5

RECEIVED
DEC 6 1938
FOR FILING

56-C

December 3, 1938.

IN REPLY PLEASE
REFER TO FILE No.

NOTED
Asst. State Highway Engineer

Mr. W.H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
Portland, Ore.

Dear Sir:

Will you kindly concur in the extension of time from Oct. 31, 1938 to Dec. 15, 1938, without penalty on the Shedd-Halsey Roadside Improvement Project, F A P 56-C 2, D. L. Ashton Contract #2102.

The contractors were requested to suspend operations until there was sufficient moisture in the ground for planting and seeding of grass.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

5

COMMISSIONERS
NRY F. CABELL, CHAIRMAN, PORTLAND
B. ALDRICH, PENDLETON
L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 2 1938
FOR FILING

56-C-2

November 30, 1938

22-1105

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith request for extension of time on Contract No. 2102, the Shedd-Halsey Roadside Improvement Project, together with consent of surety.

The original contract completion date was October 31st, and the extension is requested to December 15th. It is recommended that the extension be granted without penalty, as the Landscape Engineer would not sanction the planting of trees and shrubs prior to November 15th. The contractor was notified a few days ago to proceed with this work.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock ✓
Mr. G. H. Otten

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 124

IN YOUR REPLY PLEASE
REFER TO FILE NO. Oregon F.A.P. 56-C (2)
Shedd-Halsey section
Pacific Highway East

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Jcn

Appr. 36075

Form P. R. 2

Federal Aid

State Oregon

Project No. 86-C(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of Sept., 1938

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 27th day of January, 1930, a revised project statement, which was approved by the Secretary on the 5th day of April, 1930, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(2) of said project which were recommended for approval by the United States District Engineer on the 20th day of July, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications. and estimates, and the sum of two thousand, four hundred twenty and 00/100 dollars ($ 2,420.00) as the share of the United States payable under said act on account of Section C(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 529+64.8, in the NE 1/4, Sec. 36, T. 12 S., R. 4 W., W. M., and survey station 888+00 in the SW 1/4 Sec. 31, T. 13 S., R. 3 W., W. M. the north corporate limit of Halsey (excepting therefrom that portion between survey station 604+95 and survey station 607+61), length 6.733 miles, in Linn County, being Section C(2) of Oregon Federal Aid project No. 56, consisting of 6.733 miles of r~~[illegible]~~ roadside improvement. ~~of a mile in length~~

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(2) of said project shall not in any event exceed the sum of two thousand, four hundred twenty and 00/100 dollars ($2,420.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of three thousand, nine hundred sixty-four and 00/100 dollars ($3,964.00), the approved total estimated cost of Section C(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of OCT 21 1938, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By ______________________________

Chairman, State Highway Commission
(Title of officer)

By ______________________________

Member, State Highway Commission
(Title of officer)

By ______________________________

Member, State Highway Commission
(Title of officer)

By ______________________________

____
(Title of officer)

By ______________________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ______________________________
Acting Chief, Bureau of Public Roads.

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 56-C(2) State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 3,964.00 as the total estimated cost of said project, and the sum of $ 2,420.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of OCT 21 1938

one thousand nine hundred and ______

Secretary of Agriculture,

By ______
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4200

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
SEP 26 1938
FOR FILING

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon FAP 56-C (2),
Shedd-Halsey Section,
Pacific Highway.

FAP 56-C2

September 23, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

RECEIVED
SEP 3 1938
FOR FILING

7a 56-C-2

September 2, 1938

Mr. D. L. Ashton,
887 Second Street
Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2102 which was awarded to you on August 4, 1938, covering roadside improvement on the Shedd-Halsey Section of the Pacific Highway East, in Linn County.

This copy of the contract is for your records and files.

Yours very truly,

HBG:MC

Secretary

RECEIVED
AUG 23 1938
FOR FILING

7156-C-2

August 22, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Shedd-Halsey Section, Project No. FA 56-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid
Project No. 56-C (2)

SHEDD-HALSEY SECTION OF THE
PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, August 17, 1938

All Required		Right of Way Clean-up		$ 500.00
1,700	cu. yds.	Excavating & Placing Top Soil Cover	$0.75	1,275.00
12,300	yd. mi.	Hauling Top Soil Cover	0.10	1,230.00
25	only	Pseudotsuga douglasi	3.25	81.25
13	only	Quercus californica	6.00	78.00
4	only	Acer platanoides	2.25	9.00
1	only	Acer platanoides schwedleri	2.25	2.25
13	only	Acer macrophyllum	3.00	39.00
13	only	Cornus nuttalli	2.25	29.25
38	only	Philadelphus coronarus	1.25	47.50
6	acres	Preparation and Seeding Roadside Area	15.00	90.00
9	acres	Preparation and Seeding Shoulder Area	12.00	108.00
1	ton	Commercial Tankage	55.00	55.00
10	bales	Peat Moss	6.00	60.00
		Subtotal		$ 3,604
		10% Engr. & Cont.		360
		Total		$ 3,964

Length of Roadway 6.733 miles
Cost per Mile $588

Federal Aid Funds Requested- -	$ 2,420
State Funds- -	1,544
	$ 3,964

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
AUG 23 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 56-C-2

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
AUG 6 - 1938
OREGON
STATE HIGHWAY COMMISSION

August 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 56-C (2), Shedd-Halsey section of the Pacific Highway East, roadside improvement, to D. L. Ashton, Lebanon, Oregon, who submitted the low bid.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 23 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 56-C-2

July 20, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 56-C (2), the Shedd Halsey section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

We have corrected the estimate to show the length of bridge exception to the project .050 miles in length, and the total length 6.783 miles. Please show these lengths when the project agreement estimate is prepared.

Yours very truly,

W H Lynch

W. H. LYNCH
District Engineer

RECEIVED
AUG 20 1938
FOR FILING

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

BATES, LIVELY & PEARSON
GENERAL AGENTS
301 YEON BUILDING
BEACON 7381

PORTLAND, ORE.

August 16th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2102 - Roadside Improvement
Shedd-Halsey Section on the Pacific Highway East in Linn County, State of Oregon
D. L. ASHTON, Lebanon, Ore., Contractor.

We are sending you under separate cover by express contracts in quadruplicate covering the above job of D. L. Ashton, contractor.

When these have been signed by the commissioners, will you kindly return one copy to our office for the completion of our records, as is your usual practice.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents
THE AETNA CASUALTY AND SURETY COMPANY

By

MAB

cc: D. L. Ashton,
Lebanon, Ore.

RECEIVED
AUG 11 1938
FOR FILING

72 56-C (2)

August 10, 1938

Mr. D. L. Ashton
887 Second Street
Lebanon, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2102 which was awarded to you on August 4, 1938, by the Oregon State Highway Commission, covering the Roadside Improvement Project on the Shedd-Halsey Section of the Pacific Highway East, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 6 1938
FOR FILING

56-C-12

August 5, 1938

D. L. Ashton
887 Second Street
Lebanon, Oregon

Dear Sir:

The State Highway Commission on August 4, 1938, awarded you the contract for 6.78 miles roadside improvement on the Shedd-Halsey Section of the Pacific Highway East, in Linn County. This award was based on your low bid of $3,604.25 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert

FORM 5-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 25 1938
FOR FILING

5b-e-2

July 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason,
Division Engineer,
Salem,Ore.

Dear Sir:

In the special provisions of the specifications for the Shedd-Halsey Roadside Improvement project up for letting August 4, the State agrees to furnish to the contractor, free of royalty, the required river loam top soil. The right of way department has secured options to lease from the owners of the two borrows, but before leases can be obtained, a detailed description of the properties is required.

If it could be so managed, the resident engineer assigned to this project could stake out these borrows for yardage and these borrows for yardage pay quantities and obtain the necessary property description for the right of way department at the same time.

One borrow is located on the Fred Moody place(approx. 6.2 miles west of Sta. 785+00) Route #1, Halsey. We intend to take 1100 yds. of topsoil from this sill deposit. The other borrow of 600 yds. is located on the Mike Coons place(approx. 5.9 miles west of station 626+00). Both borrows are adjacent to the Peoria-Harrisburg County Road.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith,
Construction Engineer.
By

George H. Otten,
Landscape Engineer.

GHO
H
CC to
R.H.Baldock ✓
H. G. Smith

NOTED

RECEIVED
AUG 23 1938
FOR FILING

July 16, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Shedd-Halsey Section, Project No. FA 56-C(2).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 56-C(2)

SHEDD-HALSEY SECTION OF THE

PACIFIC HIGHWAY EAST IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, July 16, 1938

All Required		Right of Way Clean-up	$ - -	$ 100.00
1,700	cu. yds.	Excavating and Placing Topsoil Cover	0.50	850.00
12,300	yd. mi.	Hauling Topsoil Cover	0.11	1,353.00
25	only	Pseudotsuga douglasi	3.00	75.00
13	only	Quercus californica	2.50	32.50
4	only	Acer platanoides	2.00	8.00
1	only	Acer platanoides schwedleri	2.50	2.50
13	only	Acer macrophyllum	2.00	26.00
13	only	Cornus nuttalli	2.50	32.50
38	only	Philadelphus coronarus	1.00	38.00
6	acres	Preparation and Seeding Roadside Area	60.00	360.00
9	acres	Preparation and Seeding Shoulder Area	50.00	450.00
1	ton	Commercial Tankage	60.00	60.00
10	bales	Peat Moss	5.00	50.00
			Subtotal	$ 3,437
			10% Engr. & Cont.	343
			Total	$ 3,780

Length of Roadway　6.733 miles
Cost per mile　$ 561

Federal Aid Funds Requested- $ 2,310
State Funds- 1,470
$ 3,780

CONTRACT# 2103

130-1005 Umapine-Sunnyside Section
Umapine Secondary File No.2

#2103

[illegible]

November 27, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2103, for the construction of the Umapine-Sunnyside Section of the Umapine Secondary Highway in Umatilla County, has been completed by the contractor, Edwin C. Gerber, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $34,585.72, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

120-10.05

November 15, 1939

General Petroleum Corporation,
813 S. W. Alder Street,
Portland, Oregon.

Attention: Mr. Geo. Ritter.

Gentlemen:

In reply to your letter of November 14th you are advised that the E. C. Gerber contract No. 2103, Umapine-Sunnyside Section in Umatilla County, was completed on July 14, 1939. This contract was accepted August 18, 1939.

The total amount paid the contractor to date is $30,525.59, and the retained percentage is $3,391.73.

Very truly yours,

Secretary.

Dict. by J. McFarland.

#2103
Umatilla

GENERAL PETROLEUM CORPORATION
OF CALIFORNIA
A SOCONY-VACUUM COMPANY
813 S.W. ALDER STREET
PORTLAND, OREGON

SOCONY-VACUUM
OREGON
SALES DIVISION

GARGOYLE
LUBRICANTS

November 14, 1939

Oregon State Highway Commission
Salem,
Oregon

Re: Contract 2103
Umapine Secondary Highway

Gentlemen:

Contract on the above was awarded to E. C. Gerber of Oregon City, whom we have been supplying with our products.

We will be interested in knowing what percentage of the work has been completed and what percentage of the amount of the contract has been paid to Mr. Gerber. If the latter information is not available to us, please then merely advise the percentage of work completed.

Very truly yours,

George Ritter
DISTRICT CREDIT MANAGER

GR:LS

Oct 15-
E - $33,917.32
R - $ 3,391.73
P - $30,525.59

RECEIVED
OCT 3 - 1939
FOR FILING

130 - 7005

Salem, Oregon
October 2, 1939

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

Upon the representation made in your letter of September 27th to the effect that copies of pay rolls for the oiling work performed on the Umapine-Sunnyside Section were sent to C. C. Slavens at John Day in the early part of August, we are releasing to you the warrant referred to in our letter of September 23rd. The pay rolls have not been received, however, so it will be necessary to ask you to prepare duplicate copies and to forward them to us at your early convenience.

The released warrant in the amount of $3,705.82, is being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:GS

cc Mr. C. C. Slavens

EDWIN C. GERBER
GENERAL CONTRACTOR
Route 2
OREGON CITY, OREGON
Phone Redland 164

RECEIVED
SEP 30 193
[illegible]

Sept. 27, 1939

Oregon State Highway Commission
Salem, Oregon

Dear Sirs:

In your letter of September 23 you advised me that the warrant for work performed on the Umapine-Sunnyside Section is being held upon receipt of the transcription of pay rolls.

I sent these pay rolls to C. C. Slavens at John Day in the early part of August. If you are unable to locate them I will make duplicate copies.

Yours truly,
Edwin C. Gerber
by E. G.
Edwin C. Gerber

ECG/eg

No pay rolls since Jan 7th

2103

130-1005

July 27, 1939

H. B. Glaisyer, Secretary

W. C. Williams, Division Engineer

Extension of time on contract No. 2103 with Edwin C. Gerber

Reference is made to Edwin C. Gerber's contract for the Umapine-Sunnyside Section, in Umatilla County.

The original completion date of this contract was January 16, 1939, and the time limit was extended to June 30, 1939. According to our records the work was not completed until July 14. Will you please take the matter of further extension of time up with the contractor and furnish us with your recommendation.

JM:AM

Form E-1—5M—3-30

RECEIVED

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 24, 1939

Section Umapine - Sunnyside

Kind of work Grading, Surfacing & Oiling

Highway Umapine

Section prefix 130-1005

Contractor Edwin C. Gerber

Contract number 2103

Date of contract Aug. 12, 1938

Date of completion Feb. 2, 1939

Date work started Aug. 22, 1938

Estimated date of completion July 14, 1939

Amount of contract $ 34,230.50

Per cent of time elapsed Time expired %

Estimated cost of completed project, exclusive of engineering $ 35,599.72

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 4,100.00, %

Date project was completed July 14, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

This project was completed on Friday, July 14, 1939.

The Final Estimate will be submitted as soon as possible.

This will be the final report.

NOTED
[illegible]

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed C. C. Slaven

Address Box 381, John Day, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING Min. Agg.
Miles in project	5.64	5.64			
Miles partially completed	---	---			
Miles completed	5.64	5.64			
Total estimated quantities	13,000	19,000	1,000	302	4,080
Estimated quantities moved or placed to date	13,000	19,000	1,000	302	4,080
Average daily quantities	None	None	None	None	None
Average daily quantities necessary to complete project on time	"	"	"	"	"
Number shifts per day	"	"	"	"	"
Hours per shift	"	"	"	"	"
Average force on project for week	"	"	"	"	"

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

FORM 5-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
~~SALEM~~

RECEIVED
JUN 5 - 1939
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

FOR FILE

130-10

John Day, Oregon
June 3, 1939

Mr. Edwin C. Gerber
General Contractor
Route # 8
Oregon City, Oregon

Re: Umapine - Sunnyside

Dear Sir:

In connection with your Umapine - Sunnyside Project, you are advised as follows.

That there is considerable preparation of the sub base necessary before oiling. The extent of this work is increasing daily. I see no reason why this work cannot be started imediately, in fact it could have been started May 1st and would have been less expensive to you and the State at that time.

You are also advised that this work must be completed within the extended time limit, which ends June 30, 1939.

You are requested to notify me imediately as to some definite plan you have for starting the work.

Yours truly

C. C. Slavens
Box 381
John Day, Oregon

cc:
W.C.Williams
R.H.Baldock
H.G.Smith

NOTED
C. R. McCullough

FORM 5-H-1 2M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 24 1939
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1939
FOR FILING

130-1005

April 22, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The weather apparently is suitable for starting of oiling operations on the Sunnyside-Umapine project immediately after May 1. I have requested Edwin C. Gerber to arrange to start the oiling immediately after the 1st, but as Mr. Gerber is not in this territory, being somewhere in western Oregon, it may be well if you also advise him of the necessity of starting oiling operations immediately after May 1 at Sunnyside.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

FOR 130-1

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER	X	SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

1217-A

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
APRIL 6, 1939

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WORK ON SUNNYSIDE UMAPINE PROJECT PLANNED TO BE RESUMED SOON AS WEATHER IS SUITABLE FOR OILING. PROBABLY ABOUT MAY FIFTEENTH

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Waiting [illegible] suitable oiling - probably around first part of May.

PWA 1190-F.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

(45)

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

1939 APR 6 AM 9 54

PRH25 12 GOVT=PORTLAND ORG 6 939A

R H BALDOCK=
STATE HIGHWAY ENGINEER

WIRE APPROXIMATE DATE EXPECTED RESUMPTION WORK PWA DOCKET 1190-F SUNNYSIDE- UMAPINE=

ANDREWS.

Waiting for railroad's siding - probably sometime first part of May.

PWA 1190-F.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

#2103

RECEIVED

April 3, 1939

Mr. W. C. Williams
Division Engineer
State Highway Department
La Grande, Oregon

Dear Sir:

We have received the application of Edwin C. Gerber, with consent of surety attached, for an extension of time to June 30, 1939, on his contract No. 2103, Umapine-Sunnyside Section. Please advise your recommendation.

Very truly yours,

Secretary

JM:MBL

#2103

April 1, 1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: S#280763, Edwin C. Gerber -
Contract No. 2103, P.W.A. 1190-F
Umapine-Sunnyside Section
Contract #2103

The United States Fidelity and Guaranty Company, surety on bond of Edwin C. Gerber covering the above contract, hereby gives its consent to an extension of time on this work to June 30, 1939.

Yours truly,

UNITED STATES FIDELITY AND GUARANTY
COMPANY

By D H McAllister

Attorney-in-fact.

File - Bond file
in Contract

DHM/H

FORM 2 A-1 6M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 28, 1939

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

We are advised by the Bureau of Public Roads that administrative approval has been given for an extension of time to June 30, 1939, on Oregon FAS 1190 F, Umapine-Sunnyside Section of the Sunnyside-Umapine Highway. This approval affects the date contained in the "Offer" and does not necessarily have any bearing on the contract time for completion.

Formal request should be made by the contractor accompanied by the consent of the surety for an extension of time on the contract. It is imperative that the contract be completed on or before June 30th.

Will you please give this your personal attention.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

NOTED
Highway Engineer

CC to
R.H.Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JAN 10 19
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 11 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

January 9, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Post Office Building
Portland, Oregon

Dear Sir:

With the exception of oiling, work has been completed on the Sunnyside-Umapine P.W.A. grading, surfacing and oiling project.

As the weather is entirely unsuitable for the construction of oil mat wearing surface at this time, the contractor has been instructed to close down his operations until such time as weather will permit resumption. It is estimated that this shut down order will be in effect until approximately May 1.

The contractor has ceased operations as of January 4th date.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock
H. G. Smith
S. H. Probert

NOTED
C. B. McCullough

FORM 5-H-1 2M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 5 - 19
OREGON
STATE HIGHWAY COMMISSION

January 4, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

The contractor on the Sunnyside-Umapine P. W. A. Project will complete all work except oiling this week. Mineral aggregate for the oil mat is in stock pile.

The weather is unsuitable for any oiling work now so that it will be necessary to allow the contractor to shut down until such time as weather will permit completion of the work. It is expected that the work may start about May 1st and be completed in approximately 10 days to two weeks.

Will you please take the necessary action to secure an extension of time on the project for the contractor.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:RM
CC RH Baldock ✓
CC GS Paxson

FORM 5-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
DEC 6 1938
FOR FILING
130-1005

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM
1938

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 8, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith price agreement No. 1 on the Umapine-Sunnyside Section of the Umapine Secondary Highway in Umatilla County.

During construction of this project we found several pipes that required extensions with pipes of different size or type than was included in the bid items.

Additional project authorization will not be required for this work as it has been possible to effect a saving in other pipe installations.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
Enclosure

RECEIVED
NOV 30 1938
FOR FILING

120-1055

November 28th, 1938

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

Reference is made to the completion date of January 16th, 1939 on the Umapine-Sunnyside P.W.A. Oregon 1190-F Project.

At the time of the granting of this project, we thought it advisable to accept the project with the specified 165 days for completion rather than start an argument over one of our first projects. We realized that there are very few Novembers when oiling is at all possible even under such favorable climatic conditions as occur around Umapine, but we specified an emulsion seal and were in hopes that the oiling could be completed in some manner. The month of November has been very cold, and there are no prospects for suitable oiling weather. We, therefore, request an extension of time to June 15th, 1939.

The remainder of the project will be completed well within the time limit.

Very truly yours,

State Highway Engineer

R

FORM 6-AH 10M 6-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

November 9th, 1938

IN REPLY PLEASE REFER TO FILE NO.

13

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

In reply to your letter of November 4th, regarding certain P.W.A. requirements on the Sunnyside-Umapine Section, it is not necessary that we furnish any forms or take any action under Sections 16 and 17, Part I.

To avoid confusion the detailed estimate form required under Section 16, Part I, will be furnished by the Salem office only on jobs which are inspected by regular P.W.A. forces. All other forms mentioned in Sections 16 and 17 will be furnished by the federal agencies involved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By H G Smith
H. G. Smith
Construction Engineer

Dictated by
Ray Webber
R

cc to: R. H. Baldock
C. C. Slavens
C. A. Gardner

5

FORM 5-M-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
NOV 7 - 1938
STATE HIGHWAY COMMISSION

November 4, 1938

IN REPLY PLEASE REFER TO FILE NO.

130

Mr. R. H. Baldock
State Highway Engineer
OregonState Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Your advice is requested on certain features of the general conditions applying to the Sunnyside-Umapine P.W.A. project:

Please advise if the Resident Engineer on the project should secure from the contractor and submit the reports described in Sections 6 and 7 of the general conditions, part 1. If so, please furnish the necessary forms.

Very truly yours

NOTED
State Highway Engineer

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock ✓

5

FORM X-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

130-1 63

FOR FILING

NOTED
State Highway Engineer

Mr. C. C. Slavens,
Resident Engineer,
Freewater, Ore.

Dear Sir:

In reply to your letter of October 27th, regarding labor provisions on the Umapine-Sunnyside project, Contract No. 2103, a PWA job.

On page 3 of the special provisions is found the following:

> "To the fullest extent possible workers appropriate to be secured through employment service shall be chosen from the list of qualified workers submitted by local employment agencies designated by the United States Employment Service." Further:-
> "All workers shall be chosen from lists of qualified workers submitted by local agencies designated by the United States Employment Service."

. The designated Employment Service for this project, (see page 21 of special provisions) is their Pendleton Branch.

My interpretation based on these specifications are:

1 - All skilled, semi-skilled and unskilled workers employed to perform work on this project must be obtained thru the Pendleton office of the Oregon State Employment Service; (disregarding that clause applying to union labor) unless this designated office cannot furnish the required workers.

In event that the designated employment service cannot furnish the qualified workers necessary to perform the work, positive evidence of such conditions must be determined, as

1 - A written statement from the specified employment agency to the effect that they are unable to furnish workmen for the positions specified.

2 - Or, definite evidence that the contractor operated to the fullest extent possible to obtain workmen thru the designated employment service; as copies of correspondence, dated requests for workmen, etc.

Regarding the question of key-men, it is my opinion that supervisory employees, (Superintendents, foremen, clerical help, etc.,) need not be obtained thru the employment service.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.
H. G. Smith,
Construction Engineer.

By Ray Webber
Ray Webber,
Labor Regulations Engineer.

RW/H
CC to
R.H.Baldock ✓
H.G.Smith
W.C.Williams
C. A. Gardner.

5

FORM S-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION
IN REPLY REFER TO FILE No.

OREGON STATE HIGHWAY COMMISSION

Freewater, Ore.
Nov. 2, 1938

Mr. Alex Manning, District Manager
Oregon State Employment Service.
301 E. Court Street
Pendleton, Oregon

Dear Sir:

Reference is made to Edwin C. Gerber's Umapine-Sunnyside project. The payroll on this project shows an employee by the name of Curtis Hall. The contractor states that this man was assigned to the project from your office, Will you please furnish me with a copy of the 320 card or other evidence of his eligibility.

Yours truly,
C. C. Slavens
Resident Engineer
Freewater, Oregon

c.c. R. H. Baldock ✓
Edwin C. Gerber

RECEIVED
OCT 7 1938
FOR FILING

130-1005

October 6, 1938

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sir:

We are sending you today by express a copy (fully executed) of Contract No. 2103 which was awarded you by the State Highway Commission on August 4, 1938, covering the grading, surfacing, and oiling of the Umapine Sunnyside Section of the Umapine Secondary Highway, in Umatilla County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 7 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
1938
STATE HIGHWAY COMMISSION

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO. 13

October 4, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1190-F,
Umapine-Sunnyside Sec. of
Umapine Secondary Hwy.
Umatilla County

Dear Sir:

We enclose four approved copies of contract documents, one of which is marked "Office Copy", as requested in your letter of September 13.

Sample copy of Public Liability insurance policy and one insurance certificate have been previously forwarded to your office.

[illegible] Please furnish this office three complete sets of plans of the project.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F E Andrews
F. E. Andrews,
Sr. Hwy. Engr.

ENCLS.

FORM S-A-1 10M 7-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 24 1938
FOR FILING
13 1005

~~[illegible]~~
Freewater, Oregon
August 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

File

Mr. W.H.Lynch
District Engineer
U.S.Bureau of Public Roads
Portland, Oregon

Dear Sir:

Work started today, August 22, 1938 on:

P.W.A. - 1190 F
Contract No. 2103
Prefix No. 150-1006

Umapine-Sunnyside Section of the Umapine Secondary Highway in

Umatilla County, Oregon.

TED
Cullough

Yours Truly,

C.C.Slavens,
Resident Engineer

cc: R.H.Baldock
H.G.Smith
W.C.Williams

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 16 1938

FOR FILING
130-1[illegible]

August 15th, 1938

Mr. Edwin C. Gerber
McDonald Hotel
Vernonia, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

On August 6th, I advised you that the Umapine-Sunnyside Section was being financed by P.W.A. funds and had to be started prior to August 22nd. In this letter I requested acknowledgement of my letter so that I could be assurred you received it and realised the absolute necessity of making some start before that date.

Kindly advise by return mail that you understand these requirements and have taken steps to start the project before the date mentioned.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
AUG 13 1938
FOR FILING

130-1[illegible]

August 12, 1938

Mr. Edwin C. Gerber
Route #2
Oregon City, Oregon

Dear Sir:

We are sending you today by express seven copies of Contract No. 2103 which was awarded to you on August 4 by the State Highway Commission, covering the grading, surfacing, and oiling of the Umapine-Sunnyside Section of the Umapine Secondary Highway, in Umatilla County.

Will you kindly execute all seven of these copies as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision with regard to the Workmen's Compensation Act. You are expected to carry on your work under this contract in strict compliance with the terms of this Act, whose terms you are expected to accept.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
AUG 13 1938
FOR FILING

130-10

August 11, 1938

Mr. Edwin C. Gerber
Route #2
Oregon City, Oregon

Dear Sir:

We are handing you herewith seven copies of Contract No. 2103 which was awarded you on August 4 by the State Highway Commission, covering the grading, surfacing, and oiling of the Umapine-Sunnyside Section of the Umapine Secondary Highway, in Umatilla County.

Will you kindly execute all seven of these copies as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision with regard to the Workman's Compensation Act. You are eppected to accept the terms of this Act and to carry on your work under this contract in strict compliance therewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 9 1938
FOR FILING
130-1005

Aug [illegible] 1938.

Mr. C. C. Slavens,
Resident Engineer,
Fossil, Ore.

Dear Sir:

At the request of the Division Office we are sending you the following location data on the Umapine-Sunnyside Section of the Umapine-Sunnyside Secondary Highway:

Profile tracing	File 42-1
100' detail map	" 42-2
Detail hard copy working profile 8+35 to 00 to 179+00	" 42-3
Hard copy working profile 179-289+89.7	" 42-4
1 Roll Cross Sections 8+35-00 to 125	" 42-5
1 Roll Cross Sections 126-168	" 42-6
1 Roll Cross Sections 169-289+44	" 42-7

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Lew
H
CC to
R.H.Baldock
W. C. Williams

FORM 8-A-1 10M 8-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

[illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 8 1938

FOR FILING
13[illegible]-10[illegible]

August 6,1938

Mr. Edwin C. Garber,
Oregon City, Ore.

NOTED
State Highway Engineer

Dear Sir:

This is to advise that the Umapine-Sunnyside Section of Umapine Sec. Hwy., Umatilla County, awarded to you is being financed by P.W.A. funds. These funds require that the work be started prior to August 22nd, and the funds will be cancelled unless the work is started before that date.

It is, or course, very essential that you start to work immediately in order that you complete the oiling during suitable weather, but under no circumstances can it be delayed beyond August 22nd, and some work must positively be done before that date.

Please acknowledge receipt and advise your understanding of this letter.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock ✓

W. C. Williams

FORM 5-A4 1M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
AUG 8 1938
FOR FILING
13-1[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM
August [illegible] 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

NOTED
State Highway Engineer

Attached is a copy of a letter from Mr. Lynch, advising that the Umapine-Sunnyside Section of Umapine Sec. Highway in Umatilla County has been turned over to them for supervision.

Please note that the work must positively be started before August 22nd, or funds will lapse. Mr. Gerber has been advised of this but he is usually very slow in starting his jobs, therefore I am requesting that you see that some work is actually done prior to that date.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

RECEIVED
AUG 6 1938
FOR FILING

135-1005

August 5, 1938

Mr. Edwin C. Gerber
Route 2
Oregon City, Oregon

Dear Sirs:

The State Highway Commission on August 4, 1938, awarded you the contract for improvement of the Umapine-Sunnyside Section of the Umapine Secondary Highway, in Umatilla County, approximate length of improvement 5.64 miles. This award was based on your low bid of $34,230.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
OCT 13 1938
FOR FILING

13

11-3

Portland, Oregon
(Place)

Aug. 4, 1938
(Date)

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Portland, Oregon.

Sir:

At a meeting of Oregon State Hwy. Comm. (Public body), held Aug. 4, 1938 (date) it was ordered that the following proposed resolution be submitted to you for approval:

"WHEREAS, the bids received for the construction of P.W.A. Docket 1190-F (Project), at Umatilla County, Oregon (City and State), have been duly opened, read and compared, and it appears that Edwin C. Gerber is low bidder, after taking alternate deductions ; and

WHEREAS, such bid is within the available funds of $44,600.00 ;

X NOW, THEREFORE, BE IT RESOLVED, That the contract for the construction of said P.W.A. Docket 1190-F (Project) be and the same is hereby awarded to Edwin C. Gerber for the sum of Dollars ($ 34,230.50)

This proposed resolution of award will be adopted immediately upon (but not before) receipt of your approval.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
(Public Body)

By
(Title) Secretary

Approved:
W. H. Lynch
W. H. Lynch
District Engineer
Date Aug. 4, 1938

RECEIVED
AUG 13 1938
FOR FILING

130-1025

FEDERAL EMERGENCY ADMINISTRATION OF PUBLIC WORKS

REGIONAL DIRECTOR
508 Failing Building
Portland, Oregon
July 29, 1938

IN REPLY PLEASE REFER TO
ENG: CSC:fb
Docket: Ore. 1190-F
Highway
Umatilla County, Ore.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This will acknowledge receipt of two copies of the form of advertisement calling for bids, form of proposal, form of contract, specifications, other related documents, and plans for the oiling of the Umapine-Sunnyside section of the Umapine Secondary Highway. One copy of each is returned herewith.

Please be advised that the said documents have been examined and are approved as to conformity with the agreement between the State of Oregon and the Government, subject to the deletion from the documents of the paragraph titled "Pay Rolls of Contractors and Subcontractors" as shown under General Conditions II-21. The Public Works Administration assumes no responsibility for the design of the project.

Information and forms furnished to prospective bidders should conform in all respects to the set returned herewith, and should be available promptly upon the first publication of the advertisement. If it is found necessary to issue addenda, two copies should be forwarded to this office for review before such addenda are issued.

The advertisement calling for bids may be placed in accordance with the applicable law. The PWA Provisions which require such publicity to advertisements for bids as will provide adequate competition, may be complied with by having the first publication at least sixteen days before the date set for the opening of bids, and the second publication one week after the first publication. The advertisement calling for bids should be published in a newspaper of general circulation in the municipality and in at least one Trade Journal.

Immediately following the first publication of the advertisement, will you please submit to this office a clipping of such advertisement published in a newspaper of general circulation in the municipality attached to the publisher's affidavit of publication thereof. Immediately following the last publication of the advertisement, will you please submit to this office a clipping and a similar affidavit from each publication in which the advertisement is published. This affidavit should state the name of the newspaper or other periodical, and the date or dates of publication. (Paragraph H, page 11, Regional Director's Bulletin No. 19.)

A representative of this office will be present at the opening of bids.

Yours very truly,

E. R. Hoffman

E. R. HOFFMAN
Acting Regional Director (Region 7)

For the Administrator

FORM 2-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

13-[illegible]

July 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Sunnyside-Umapine Section
Docket No. Oregon 1190-F

Dear Sir:

There are enclosed five certified copies of a resolution passed by the Oregon State Highway Commission establishing the minimum wage rates to be paid by contractors for work on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer ✓

FORM 2-E-1
COM
HENRY F
R. AL

STATE OF OREGON)
: ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor on the Sunnyside-Umpqua Section, PWA Docket Number Oregon 1190-F, as the same appears in the minutes of July 20, 1938, entered in Volume 23 of the minute book wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on July 20, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 3, 1938, all members being present and participating.

IN WITNESS WHEREOF I have hereunto set my hand this twenty-second day of July, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

OFFICE COPY

PROVED BY HIGHWAY COMMISSION
DATE July 20, 1938
Secretary

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE SUNNYSIDE-UMAPINE SECTION

PWA DOCKET NUMBER OREGON 1190-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Umatilla County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by comparison with the minimum rates of pay set up by the Bureau of Public Roads for use on federal projects, including federal aid road work and all projects under the National Recovery Act. These wage rates have been in effect for several years and have been adopted by the Oregon State Highway Commission under date of February 19, 1937 as the standard for state work.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed.

Ex. 9e.

Skilled Labor

Asphalt plant engineer	$1.20
Bricklayer	1.20
Carpenter, journeyman	1.20
Crane operator	1.20
Crusher operator (400 tons per day or over)	1.20
Dredge runner	1.20
Drill dresser	1.20
Electrician	1.20
Excavator operator (types comparable to Le Tourneau)	1.20
Hoisting engineer (2 or more active drums)	1.20
Lathers	1.20
Le Tourneau operator	1.20
Master finisher (concrete work)	1.20
Mechanic	1.20
Painter, journeyman	1.20
Mixer operator (5-bag rated capacity or over)	1.20
Pile driver workmen	1.20
Plasterer	1.20
Plumber	1.20
Power shovel operator	1.20
Reinforcing steel setter (steel tyers)	1.20
Rigger	1.20
Riveter	1.20
Rivet heater	1.20
Rivet bucker	1.20
Rivet passer	1.20
Sheet metal workers	1.20
Shinglers	1.20
Structural steel workers (erectors)	1.20
Waterproofers (bridge work)	1.20

Intermediate Grade Labor

Air compressor operator	.75
Blacksmith	.75

Intermediate Grade (cont'd)

Compressor operator	$.75
Crusher operator (under 400 tons a day)	.75
Distributor driver or operator	.75
Finisher's assistant (under direction of mastor finisher)	.75
Fireman (steam shovel or hoist)	.75
Grader operator	.75
Hod carrier	.75
Jack hammer operator	.75
Mixer operator (machine less than 5-bag rated capacity)	.75
Mortar mixer (hand)	.75
Pile driver workmen (groundmen)	.75
Powder man	.75
Pump man	.75
Roller operator	.75
Tractor operator (20 or more H.P. mfr's rated capacity)	.75
Truck driver (over 1½-ton mfr's rated capacity)	.75

Unskilled Labor

Blacksmith's helper	.50
Carpenter helper (hammer and saw men)	.50
Cement handler	.50
Shoveler (concrete)	.50
Driver, truck (1½-ton mfr's rated capaicty or less)	.50
Electrician's helper (supplying electricians)	.50
Hod carrier	.50
Labor, miscellaneous unskilled	.50
Mechanic's helper	.50
Painter's helper (cleaning surface and supplying painters)	.50
Pitman	.50
Plumber's helper (supplying plumbers)	.50
Powder monkey (helper)	.50

Unskilled Labor (cont'd)	
Reinforcing steel laborer	.50
Sloper	.50
Spader (concrete work)	.50
Structural steel laborer (handling steel)	.50
Subgrade laborer (hand tools)	.50

Unskilled Labor (cont'd)	
Tractor operator (under 20 H.P. mfr's rated capacity	.50
Truck driver (1½-ton mfr's rated capacity or less)	.50
Watchman	.50

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual workers as such.

FORM 8-E-1 2M 12-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 11 1938
FOR FILING
General
Project
W P A

July 9, 1938

East Oregonian
Pendleton, Oregon

Gentlemen:

There is enclosed a copy of our Notice to Contractors covering call for bids for the Sunnyside-Umapine Section of the Sunnyside-Umapine Secondary Highway in Umatilla County which we desire you to publish on the days of July 13, July 20, and July 27, 1938. After each publication please forward us five copies of the publication and five copies of a certificate of publication.

There is a possibility that there may be some revisions to the wording of this advertisement. We ask that you acknowledge receipt of this letter and the copy of the advertisement by collect wire as soon as it is received by you, also that you advise us of the latest time possible for us to call you in the event that any revisions are necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer

ROUTE
H. B. GLAISYER

FORM 8-E-1, 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 24 1938
FOR FILING
Grant
Project
W PA

130-1005

July 1, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Umatilla River Bridge Section
Docket No. Oregon 1190-F

Dear Sir:

There are enclosed three certified copies of a resolution passed by the Highway Commission at its meeting of June 30th accepting the P.W.A. offer for grant to aid in the construction of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:GM
Enclosure
cc: R. H. Baldock
H. B. Glaisyer
J. M. Devers

STATE OF OREGON)
: ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission, relating to the Resolution of the Commission accepting the offers of the United States of America through the Public Works Administration to aid by way of grant in financing the construction of certain projects, as the same appear in the minutes of June 30, 1938, entered in Volume 23 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of July, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, June 30, 1938

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the acceptance of the offers of the United States of America to aid in financing the following state highway projects by making grants of federal funds in the amount of 45 per cent of the cost of such projects, including the acquisition of lands and rights of way needed therefor, upon completion:

1. Construction of Catching Slough Bridge and approach roads thereto on Coos River Secondary State Highway, in Coos County;
2. Construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary State Highway, in Linn County;
3. Construction of Umatilla River Bridge and approach roads thereto on the Sunnyside-Umapine Secondary State Highway, in Umatilla County;
4. Construction of a storage and office building and a storage shed near Klamath Falls, in Klamath County.

After discussion the Commission approved the said offers and, by affirmative vote of each of the Commissioners present, adopted the following resolutions accepting such offers:

16c

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE UMATILLA RIVER BRIDGE AND APPROACH ROADS THERETO ON THE SUNNYSIDE-UMAPINE SECONDARY HIGHWAY IN UMATILLA COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Umatilla River Bridge and approach roads thereto on the Sunnyside-Umapine Secondary Highway in Umatilla County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P.W. 80398-17

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Jun 27 1938
Docket No. Oreg. 1190-F.

"State Highway Commission
of the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of road improvements, including the acquisition of necessary lands and rights of way therefor, on Sunnyside-Umapine Secondary Highway in Umatilla County (herein called the "Project"), by making a grant to the State of Highway Commission of the State of Oregon (herein called the "Applicant"), in the amount of 45 per cent of the cost of the Project upon completion, as determined by Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $20,077.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 8 weeks from

the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 6 months from the commencement of construction.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By

(Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than eight weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within six months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

E. B. Aldrich
As Commissioner

F. L. Fairchild
As Commissioner

CONTRACT* [redacted] 2104

24-2304 Salem
2104
Remodling State Office Bldg.

#2104

FORM 3-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 25 1939
FOR FILING

4-2304

November 30, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Mr. Erwin E. Batterman, contractor for the remodeling of the office building, completed his work on October 31, 1938; this is Contract No. 2104. Please secure authority from the Commission to pay the final estimate on this job.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG CM

REFERRED TO
H. McFarland
SECRETARY

APPROVED BY HIGHWAY COMMISSION
DATE 12/20/38
H B Glaisyer
Secretary

#2104

RECEIVED
NOV 30 1938
FOR FILING

24-2304

November 30, 1938

Hartford Accident & Indemnity Company,
Merrill D. Ohling, Agent,
275 State Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2104, for the construction of and remodeling of the Highway Commission offices in the state office building in Salem, has been completed by the contractor, Erwin E. Batterman, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 10, 1938.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands, incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor inconnection with this contract will be $4,868.42, including the final payment. Of this amount $524.05 was for force account work.

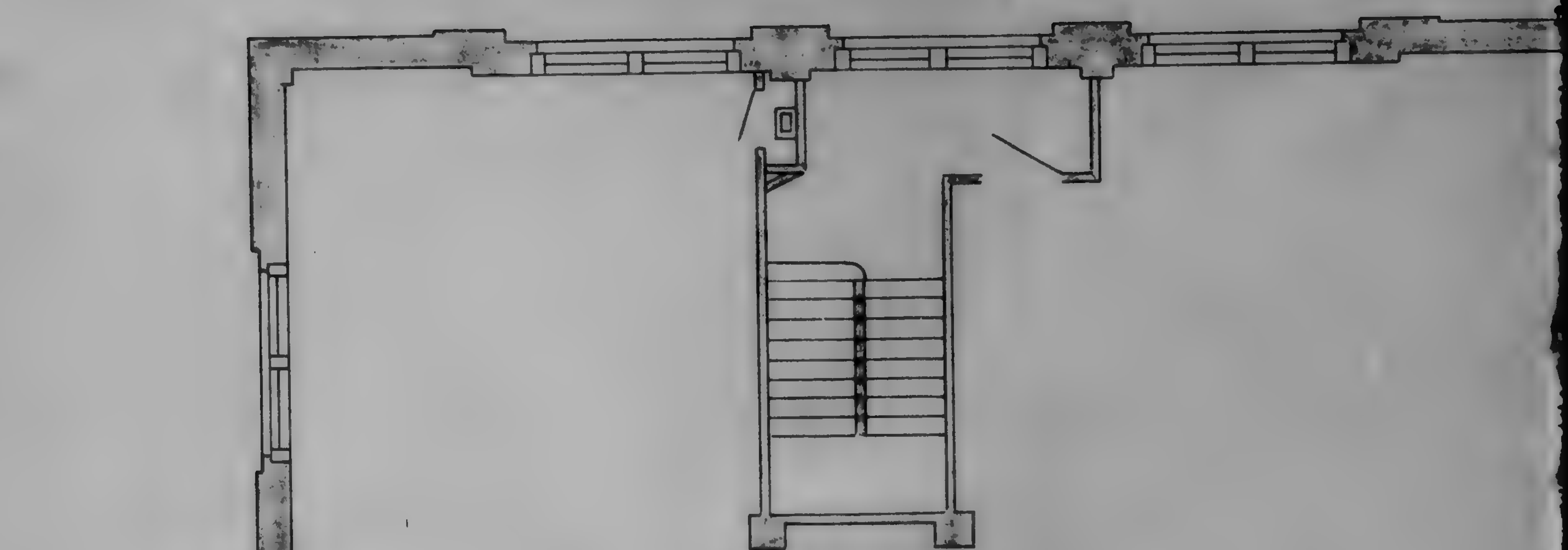
Very truly yours,

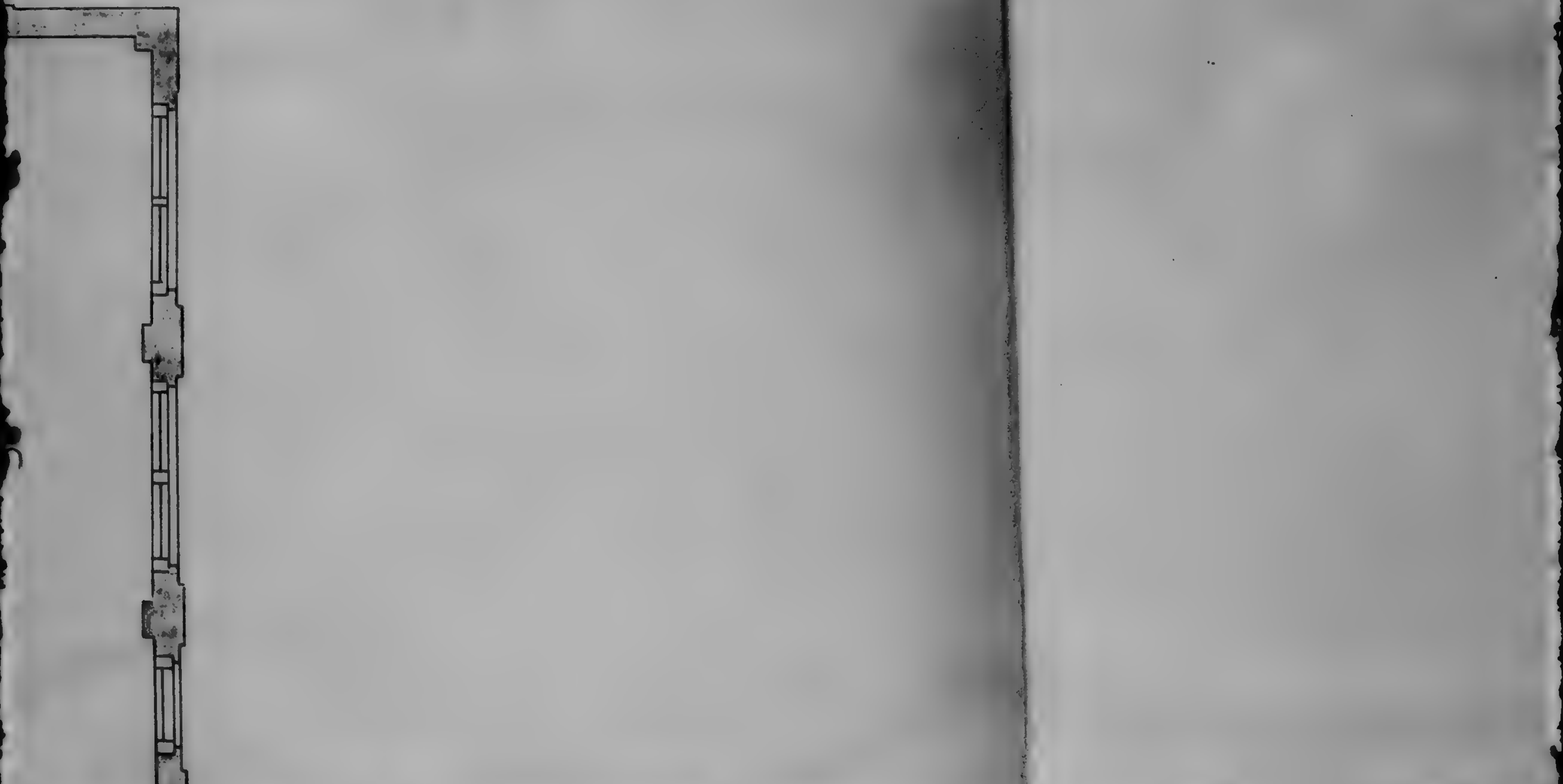
STATE HIGHWAY COMMISSION

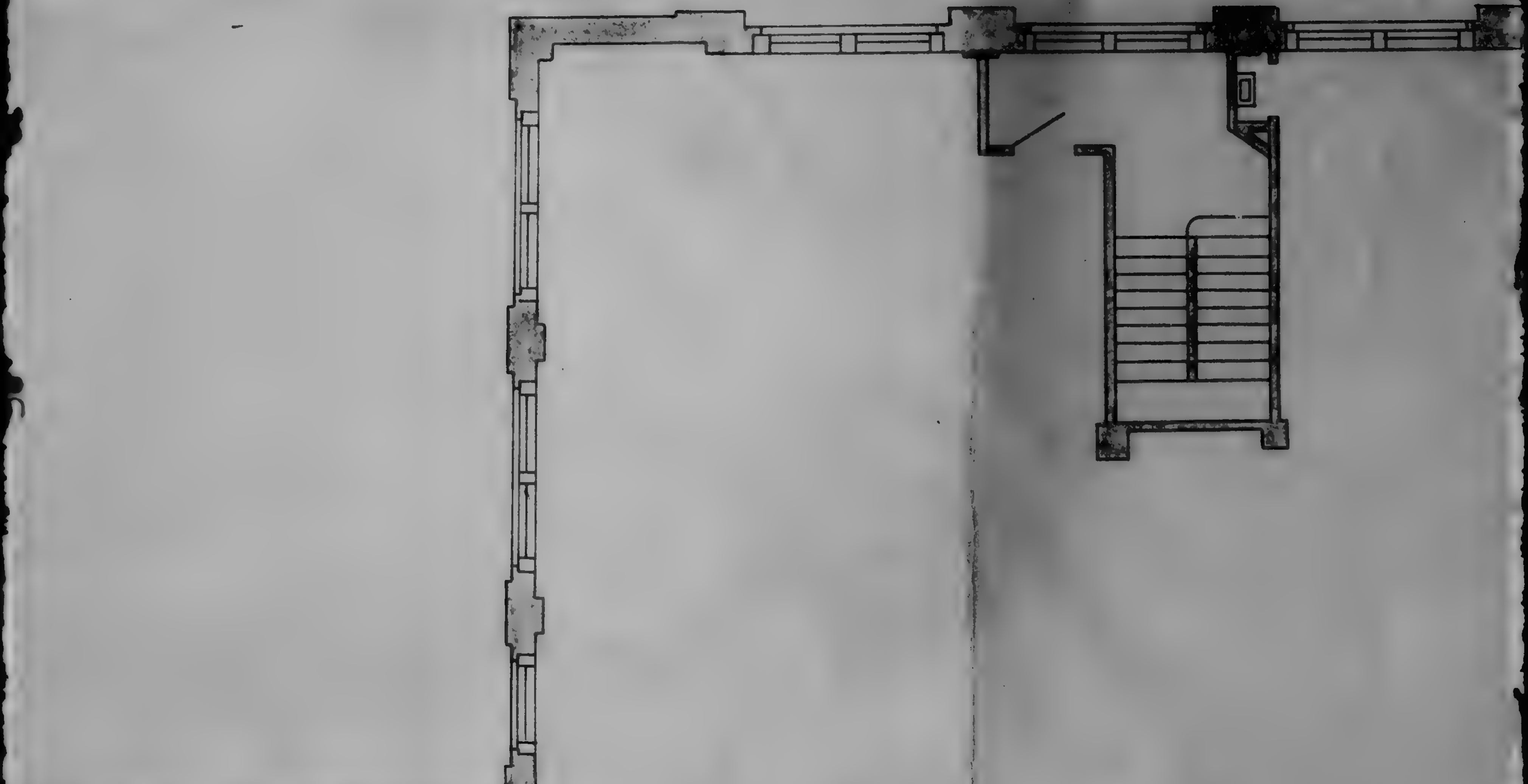
By

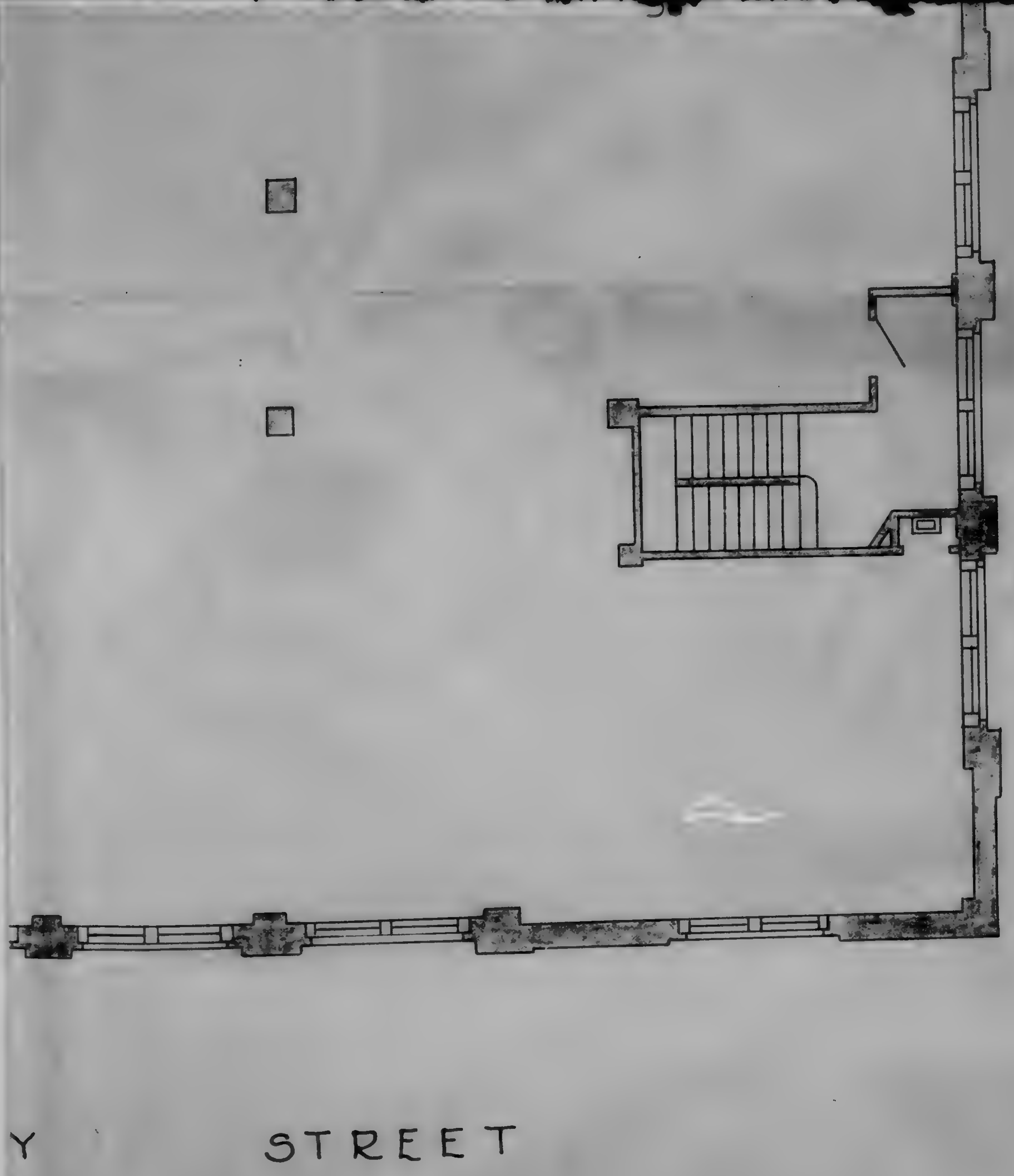
Secretary.

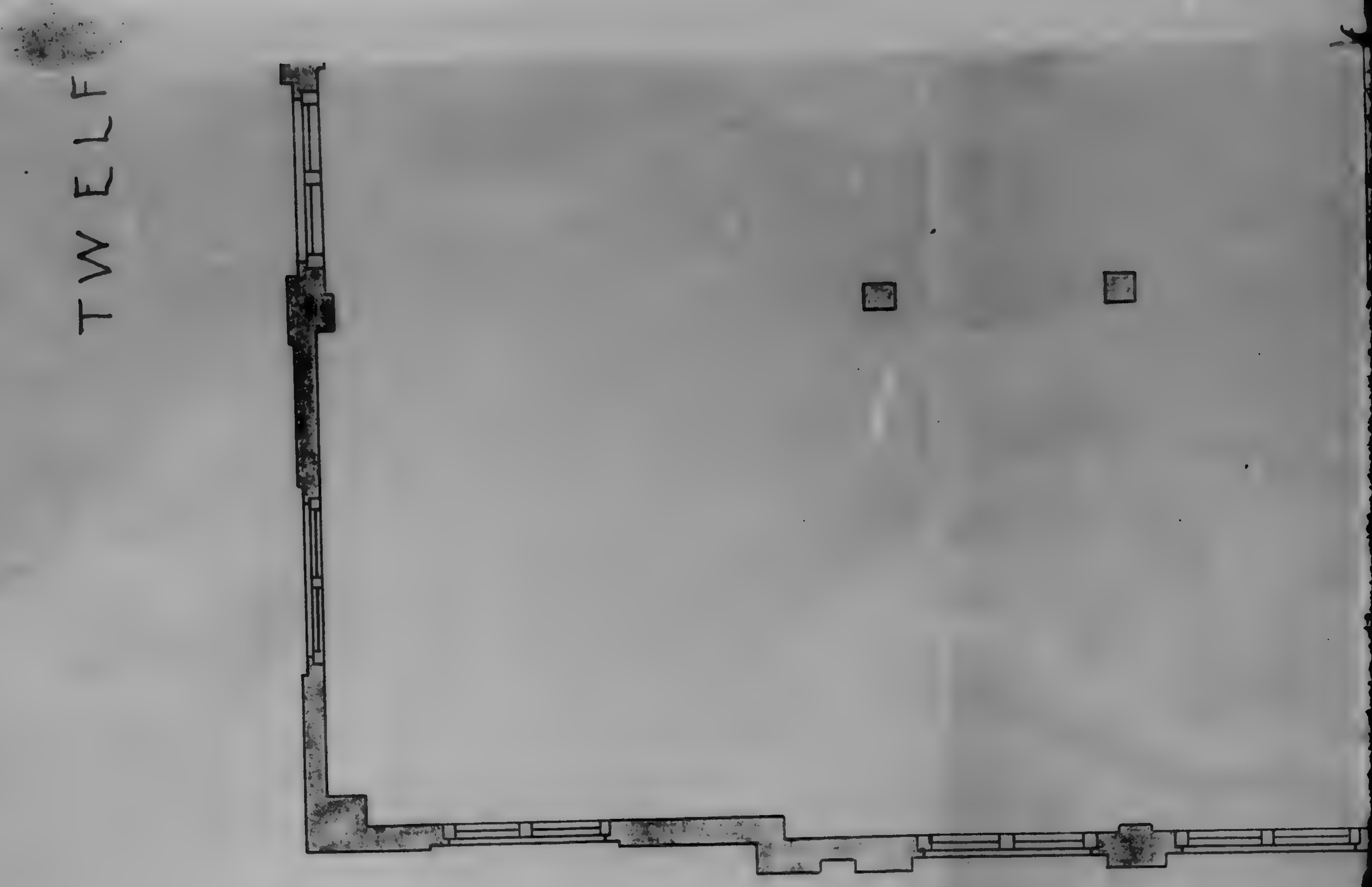
Dict. by J. McFarland.

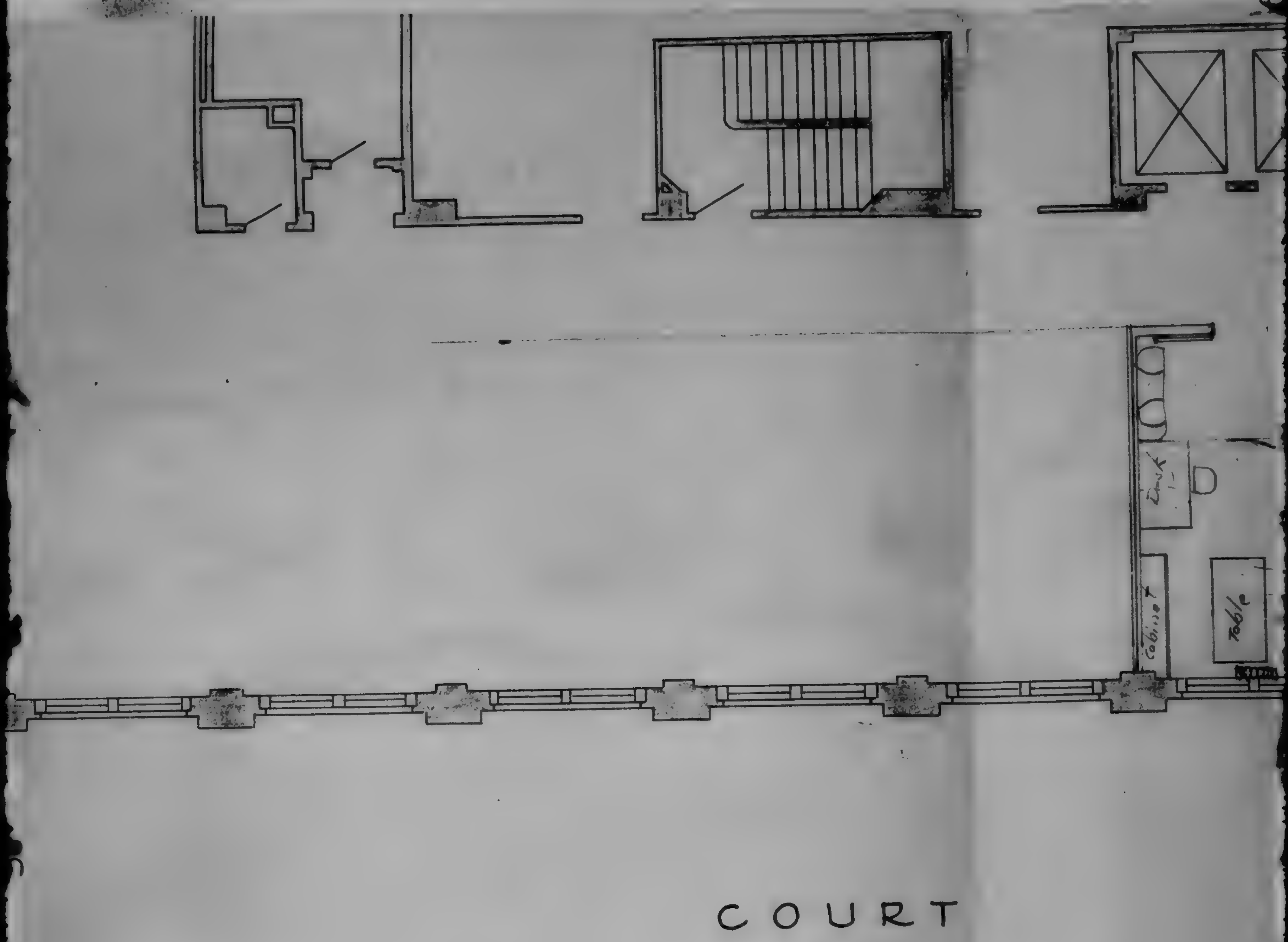

TH STREET


Pa
MEN


Ma
WOMEN

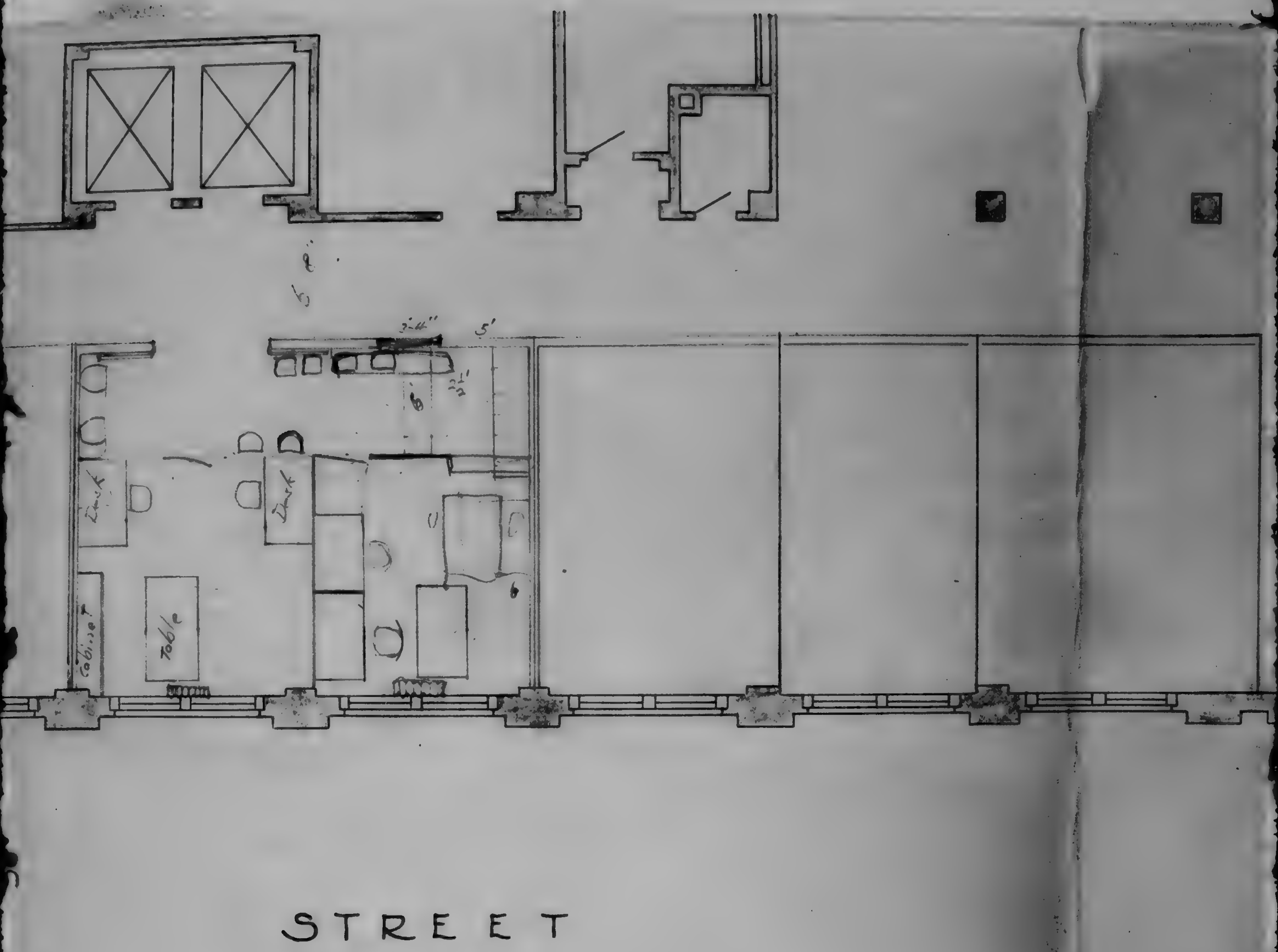

Y
STREET


TWELF


Desk
Cabinet
Table
COURT

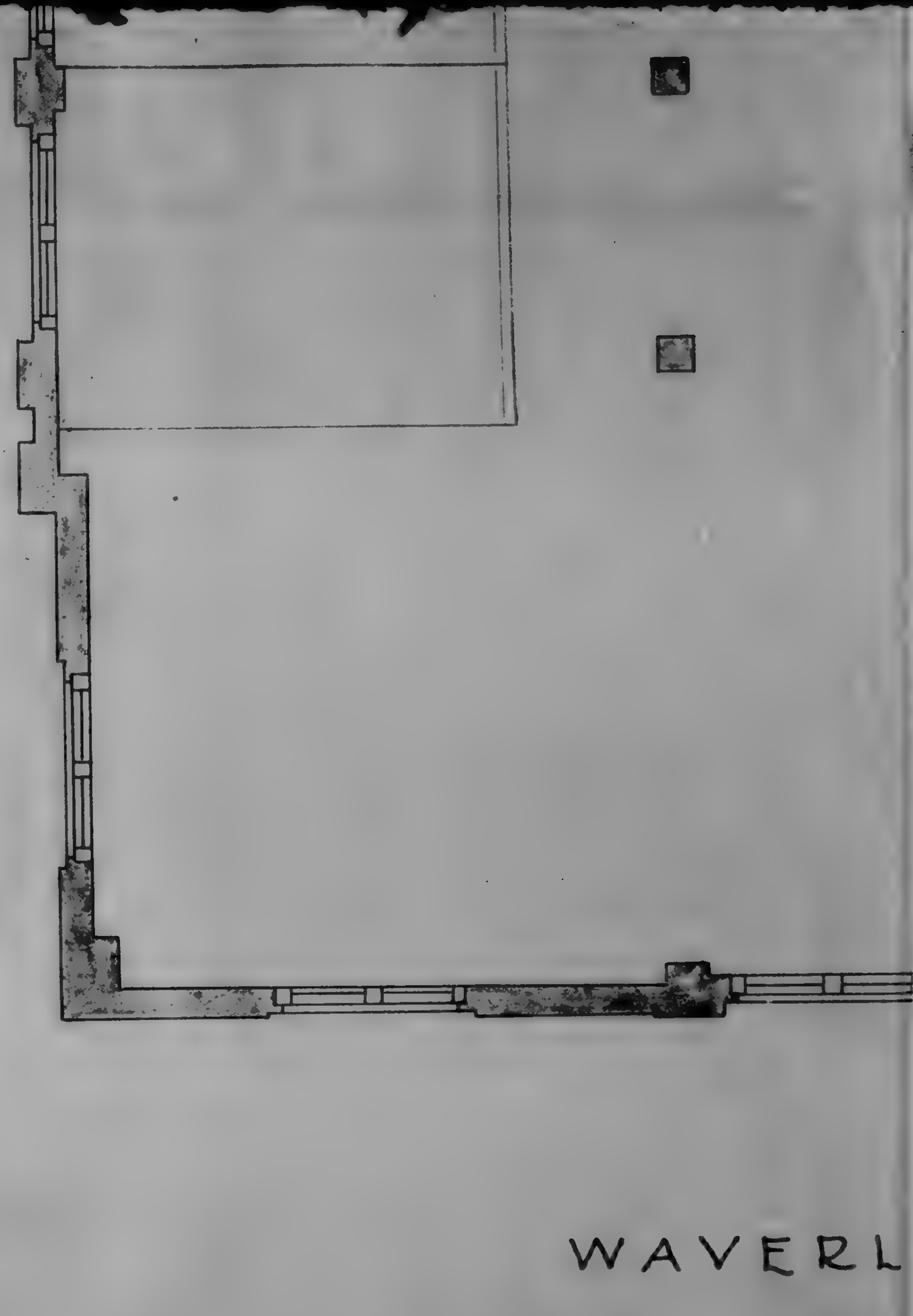
3RD FLOOR

SCALE 1/8" = 1 FOOT


6' 8"
3'-4"
5'
2 1/2'
6
Desk
Desk
Table
Cabinet
6
STREET

RD FLOOR

ALE 1/8" = 1 FOOT



4 2 - 14

RECEIVED
AUG 11 1938
FOR FILING

24-2304

August 11, 1938

Mr. Erwin E. Batterman,
1662 So. Cottage St.,
Salem, Oregon

Dear Sir:

We are handing to you, herewith, fully executed copy of Contract No. 2104 covering the remodeling of the Highway Department's offices in the State Office Building, Salem. This copy of the contract is for your records and files.

Yours very truly,

JMP:MC

Secretary

RECEIVED
AUG 6 1938
FOR FILING

24-2304

August 5, 1938

Mr. B. E. Batterman
1662 South Cottage
Salem, Oregon

Dear Sir:

The State Highway Commission on August 4, 1938, awarded you the contract for remodeling a portion of the State Office Building in Salem. This award was based on your low bid of $2,698.90 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

AM

Secretary

cc - Mr. G. S. Paxson

CONTRACT # [redacted] 2105

109-1006 Bend Sec., Century Drive 1938
Secondary

2105

RECEIVED
MAR 2 - 1939
FOR [illegible] ENG

103-[illegible]

March 2, 1939

SHELL OIL COMPANY
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Horner
Division Credit Manager

Gentlemen:

In response to your inquiry of February 24, you are advised that Fisher Brothers contract, No. 2105, for the grading and surfacing of the Century Drive Highway, Bend Section, in Deschutes County, was completed October 17, 1938, and accepted by the State Highway Commission on January 27, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MKL

RECEIVED
JAN 28 1939
FOR FILING

109-1006

#2105

January 27, 1939

General Casualty Company of America,
Ford Knutsen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2105, for the construction of the Bend Section of Century Drive Secondary Highway in Deschutes County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 6, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $10,010.79, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Wash

RECEIVED
JAN 17 1939
FOR FILING

Bend, Oregon
December 12, 1938

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

Following is a statement of the under-run or over-run of quantities set forth in the semi-final estimate on the contract of Fisher Bros., (contract No. 2105) for construction of the Bend Section of the Century Drive Secondary Highway:

Common Excavation. Bid quantity: 5400 Cu. Yds. Final quantity, 3713 Cu. Yds.
Under-run was due to the lowering of grade line from that first proposed (Sta 8 to 20 and Sta 52 to 64.)

Solid Rock Excavation. Bid quantity: 1100 Cu. Yds. Final Quantity, 1486 Cu. Yds.
Over-run was due to lowering of grade line above mentioned, particularly from Sta. 56 to 59.

Truck Haul. Bid quantity: 450 Cu. Yds. Final Quantity: 79 Cu. Yds.
Under-run was due to elimination of haul caused by the above mentioned grade change, haul being specified as from Sta.43 to Sta. 13.

Cinder Base Surfacing. Bid Quantity: 2700 Cu. Yds. Final Quantity: 3361 Cu. Yds.
Over-run was due to the use of 500 additional yards of cinders in top course dressing (8 Yds. per Sta.) after completion of the gravel lift, to give a better finish and to provide material better adapted to receiving than that provided by the tight gravel top.

Gravel top Surfacing; Bid quantity: 2400 Cu. Yds. Final Quantity: 2175 Cu. Yds.
Under-run was due to the non-use of allowance quantity and to reduction of volume used to provide means for additional cinder top-dressing.

Hauling Cinders & Hauling Gravel. Quantities changed in proportion to change in volume of cinders and gravel as explained above.

Sprinkling. Bid Quantity: 151 M. Gallons. Final 311 M. Gallons.
Over-run due to hot weather and continuous heavy travel during construction. Water was also required to compact southerly portion of the grade which worked into dust during excavation operations.

Other quantities conformed closely to the estimate. Original bid quantities estimated at $9731.50 (bid price.) Final estimate on same, $9986.71.

Respectfully,

Robert B. Gould
Resident Engineer

Wash

RECEIVED
JAN 17 1939
FOR FILING

Bend, Oregon
December 12, 1938

Mr. W. E. Chandler
Division Engineer
Bend, Oregon

Dear Sir:

Following is a statement of the under-run or over-run of quantities set forth in the semi-final estimate on the contract of Fisher Bros., (contract No. 2105) for construction of the Bend Section of the Century Drive Secondary Highway:

Common Excavation. Bid quantity: 5400 Cu. Yds. Final quantity, 3713 Cu. Yds.
Under-run was due to the lowering of grade line from that first proposed (Sta 8 to 20 and Sta 52 to 64.)

Solid Rock Excavation. Bid quantity: 1100 Cu. Yds. Final Quantity, 1486 Cu. Yds.
Over-run was due to lowering of grade line above mentioned, particularly from Sta. 56 to 59.

Truck Haul. Bid quantity: 450 Cu. Yds. Final Quantity: 79 Cu. Yds.
Under-run was due to elimination of haul caused by the above mentioned grade change, haul being specified as from Sta. 43 to Sta. 13.

Cinder Base Surfacing. Bid Quantity: 2700 Cu. Yds. Final Quantity: 3361 Cu. Yds.
Over-run was due to the use of 500 additional yards of cinders in top course dressing (8 Yds. per Sta.) after completion of the gravel lift, to give a better finish and to provide material better adapted to receiving than that provided by the tight gravel top.

Gravel top Surfacing; Bid quantity: 2400 Cu. Yds. Final Quantity: 2175 Cu. Yds.
Under-run was due to the non-use of allowance quantity and to reduction of volume used to provide means for additional cinder top-dressing.

Hauling Cinders & Hauling Gravel. Quantities changed in proportion to change in volume of cinders and gravel as explained above.

Sprinkling. Bid Quantity: 151 M. Gallons. Final 311 M. Gallons.
Over-run due to hot weather and continuous heavy travel during construction. Water was also required to compact southerly portion of the grade which worked into dust during excavation operations.

Other quantities conformed closely to the estimate. Original bid quantities estimated at $9731.50 (bid price.) Final estimate on same, $9986.71.

Respectfully,

Robert B. Gould
Resident Engineer

Jon

RECEIVED
DEC 21 1938
FOR FILING

December 20, 1938

General Casualty Company of America,
Fred Knutsen, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Bros., on Contract No. 2105, Bend Section of the Century Drive Secondary Highway in Deschutes County. This payment will be made on or after December 30, 1938.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 3-B-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 14 1938
[illegible] COMMISSION

RECEIVED
DEC 19 1938
FOR FILING

T.H.-1060

December 13th
1938

RECEIVED
DEC 15 1938
LEGAL DEPT

Mr. R. B. Gould
Resident Engineer
State Highway Department
Bend, Oregon

Dear Sir:

Reference is made to the data submitted to this office pertaining to the semi final estimate and records on the BEND SECTION-CENTURY DRIVE project.

It is noted that you did not include a statement to cover overruns and underruns in excess of 10%. Please furnish us with this information at your very earliest convenience.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. H. G. Smith
Mr. M. D. McCallister ✓

To J. W. McCallister ?

RECEIVED
DEC 21 1938
FOR FILING

109-1006

November 9, 1938

Honorable Rufus C. Holman,
State Treasurer,
Salem, Oregon.

Dear Sir:

Attached I am handing you a check drawn by the Oregon Meat Market of Bend, Oregon, on the Bend Branch of the First National Bank of Portland, dated November 5th, 1938, in favor of the State Highway Commission for the sum of $2900.00.

This check was submitted to us in response to our return to the County Treasurer of Deschutes County Warrant No. 732. This amount is being submitted by Deschutes County as co-operation on the cost of grading and surfacing a one-half mile section of the Century Drive Secondary Highway near Bend. Please credit this to the State Highway Fund as County Co-operation.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

R. V. Hollenberg
Bookkeeper

RVH:MH
Enc.

5

RECEIVED
NOV 9 1938
FOR FILING
101-1[illegible]

November 7, 1938

Mable G. Livesay
County Clerk
Deschutes County
Bend, Oregon

Dear Madam:

This will acknowledge receipt of the Oregon Meat Market's check in the sum of $2900.00 being submitted to replace Deschutes County Warrant No. 732 which represented the county's share of the cost of grading and surfacing a one-half mile section of the Century Drive Secondary Highway near Bend.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary

WCC:pm
cc———Mr. Hollenberg

RECORDED
Date 11/7/38
By 216 [illegible]
Delivered to

FORM 2-[illegible] 7-38
[illegible]MISSIONERS
HENR[illegible]. CABELL, CHAIRMAN, PORTLAND
E. [illegible]ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 7 - 1938
OREGON
STATE HIGHWAY COMMISSION

November 2, 1938

Mable G. Livesay
County Clerk
Deschutes County
Bend, Oregon

Dear Madam:

We are enclosing herewith Deschutes County Road Warrant No. 732 in the amount of $2,900 representing the county's share of the cost of grading and surfacing a one-half mile section of the Century Drive Secondary Highway near Bend.

Complying with your request we are returning the warrant properly endorsed so please send to this office a check in like amount.

We make this request because the State Highway Commission is in need of all available funds possible at this time.

Very truly yours,

STATE HIGHWAY COMMISSION

By H. B. Glaisyer
Secretary

WCC:pm
Encl.

I am enclosing you check for $2900.00, as per the enclosed warrant sent me yesterday.

MABLE G. LIVESAY
COUNTY CLERK
DESCHUTES COUNTY,
OREGON

RECEIVED
OCT 31 1938
FOR FILING

109-1006

October 29, 1938

Mr. H. B. Glaisyer
Office

Dear Sir:

Write the Deschutes County Court and tell them it was the understanding of the Commission the payment was to be made in cash whereas the warrant was not cashable due to lack of funds. Ask them when it can be cashed.

Very truly yours,

State Highway Engineer

RHB:HI

RECEIVED
OCT 29 1938
FOR FILING

101-1356

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

I am handing to you, herewith, Deschutes County's warrant No. 732, in the amount of $2,900, which represents payment by Deschutes County Court ~~of~~ the county's share of the grading and surfacing of the one-half mile section of Century Drive Secondary Highway just out of Bend. You will note that this warrant has been presented to the County Treasurer for payment but was not paid for want of funds.

It seems to me that this method of payment is not exactly what the State Highway Commission expected in connection with this job. As I recall, the County Court told the Commission that it had cash on hand to pay its share of this work if the Commission would let a contract. In my estimation, the attached warrant is not in line with the Commission's understanding, in view of the fact that the County Treasurer has refused to cash it on account of lack of funds and there is no telling how long it will be before it is called for payment. In the meantime, the State Highway Commission has advanced funds for the payment of the county's share of the work, which funds will be tied up until the county calls in the warrant. I am referring the matter to you for [illegible].

Yours very truly,

HBG:MC:AM

Secretary

P.S.
Due to your absence from the office when the foregoing was dictated, I have detached the warrant and placed it in the vault for safekeeping ~~but~~ will be glad to get it for you if you want to see it.

H.B.G.

Form 238—6M—6-37

RECEIVED
OCT 24 1938
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending October 22, 1938, 193

Section Bend Section

Kind of work Grading and Cinder & Gravel Surf.

Highway Century Drive Secondary

Section prefix 109-1006

Contractor Fisher Bros.,

Contract number 2105

Date of contract August 16, 1938, 193

Date of completion October 15, 1938., 193

Date work started September 7, 1938, 193

Estimated date of completion Complete, 193

Amount of contract $ 9731.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $ 9731.50

Per cent of contract completed, based on total contract price 100. %

Engineering cost to date, $ 725., 7.2 %

Date project was completed October 17, 1938, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work on the project was completed by the contractor on October 17th. Due to the tight surface of the gravel surface and probable difficulty in getting satisfactory results on same with future oil application, a light lift of black volcanic cinders was applied to the top surface at the rate of 8 yards per station. Results appear very satisfactory and a much better appearance is given tem the surface. A very satisfactory job was obtained from the contractors on this work.

NOTED
E.N.HACKETT

H. D. SMITH

NOTED
VAN SCOY

Signed Robert B. Gould,
Resident Engineer

Address Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.2	1.2			
Miles partially completed					
Miles completed	1.2	1.2			
Total estimated quantities	6500	5100			
Estimated quantities moved or placed to date	5130	5520			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1	1			
Hours per shift	8	8			
Average force on project for week	0	6 for one day only			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Weather	fair all week.	No delays.
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
SEP 12 1938
FOR FILING
1-9-10

September 10, 1938

Fisher Bros.

Oregon City, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of contract No. 2105 awarded to you on August 16, 1938, for grading and surfacing the Bend Section of the Century Drive Secondary Highway, in Deschutes County.

This copy is for your records and files.

Very truly yours,

AM

Secretary

RECEIVED
SEP 12 1938
FOR FILING
109-1006

September 10, 1938

General Casualty Co. of America
Fo d Knutson, General Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending you today by express one fully executed copy of contract No. 2105 which was awarded to Fisher Bros. on August 16, 1938, for grading and surfacing the Bend Section of the Century Drive Secondary Highway, in Deschutes County.

This is being sent you inasmuch as you appear surety on the bond and is for your records and files.

Very truly yours,

AM

Secretary

RECEIVED
AUG 18 1938
FOR FILING

107-1-6

August 17, 1938

Fisher Bros.

Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of contract No. 2105 which was awarded to you on August 16, 1938, for grading and surfacing the Bend Section of the Century Drive Secondary Highway, in Deschutes County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 20 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

AM

RECEIVED
DEC 9 1938
FOR FILING

4-a

August 16, 1938

Fisher Brothers,
Oregon City, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering 1.2 miles grading and surfacing on the Bend Section of the Century Drive Secondary Highway in Deschutes County. This award was based on your low bid of $9,731.50 submitted on August 4, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HbG:MC

Secretary

Sed confirmed

M

		CABLE	
ELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON
AUGUST 16, 1938

FISHER BROTHERS
OREGON CITY, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING GRADING AND SURFACING OF BEND SECTION OF CENTURY DRIVE SECONDARY HIGHWAY IN DESCHUTES COUNTY. AWARD BASED ON YOUR LOW BID SUBMITTED AUGUST FOURTH CONTRACT FORMS FOLLOW

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

12.	Sprinkling	100	M-Gals.	1.[illegible]	[illegible]
13.	Preperation of Base	0.7	mile	200.00	140.00
14.	Mineral Aggregates	800	cu. yds.	1.00	800.00
15.	Hauling Mineral Aggregates	4,900	yd. mi.	0.10	490.00
16.	Mixing and Finishing	0.7	mile	1,000.00	700.00
17.	Light Cutback Asphalt in Place	72	tons	26.00	1,872.00
	Total Amount of Estimate				$ 10,677.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 18 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

107-10

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

July 18th
1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the Bend Section of the CENTURY DRIVE SECONDARY HIGHWAY, 1.2 miles of Grading, surfacing and roadmix oiling:

Item No.	Item			Unit Price		Amount
1.	Trench Excavation	20	cu. yds.	1.50	$	30.00
2.	Common Excavation	5,400	cu. yds.	0.30		1,620.00
3.	Solid Rock Excavation	1,100	cu. yds.	1.50		1,650.00
4.	Truck Haul	450	yd. mi.	0.15		67.50
5.	Finishing Roadbed and Slopes	1.2	miles	200.00		2.40.00
6.	18-Inch Corrugated Iron Pipe	190	lin. ft.	2.25		427.50
7.	Cinder Base Surfacing	1,600	cu. yds.	0.25		400.00
8.	Gravel Top Surfacing	1,400	cu. yds.	0.30		420.00
9.	Gravel Shoulders	300	cu. yds.	0.50		150.00
10.	Hauling Cinders	4,600	yd. mi.	0.10		460.00
11.	Hauling Gravel	10,600	yd. mi.	0.10		1,060.00
12.	Sprinkling	100	M-Gals.	1.50		150.00
13.	Preparation of Base	0.7	mile	200.00		140.00
14.	Mineral Aggregates	800	cu. yds.	1.00		800.00
15.	Hauling Mineral Aggregates	4,900	yd. mi.	0.10		490.00
16.	Mixing and Finishing	0.7	mile	1,000.00		700.00
17.	Light Cutback Asphalt in Place	72	tons	26.00		1,872.00
	Total Amount of Estimate				$	10,677.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:

R. M. Smith

RMS:f

FORM 5-A-1 1000 2-30
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

129-12

June 28,1938.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
Highway Engineer

Dear Sir:

It is finally decided to advertise the Century Drive project as submitted; that is for the road-mix from the bridge to the City Limits and grading only from the City Limits to the end of the project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

FORM 1-A-1 10M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUN 20 1938
FOR FILING

109-10[illegible]

June 11th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The following excerpts from the June 2nd meeting of the Commission have reference to the oiling of the Century Drive. Please note the financial arrangements and the proposed date of award.

"The State Highway Commission, at its meeting on June 2, 1938, instructed you to prepare an oiling project on the Century Drive Secondary Highway in the vicinity of Bend. It is to start at the bridge in Bend and extend westerly as far as it is possible to finance the same with moneys available. $10,000 has been set up for this work, $7,000 of which represents the accumulated state secondary moneys in Deschutes County and $3,000 of which represents the county's indebtedness to the state which amount the county court has agreed to pay the Commission if it will spend the same on a suitable project.

It is my understanding that the Commission wants to take bids for this work at the July meeting, such meeting being scheduled for Thursday, July 14, 1938."

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-B-1 2500 4-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

109-1306

June 2nd
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In accordance with Mr. Libby's telephone instructions of this date, we are proceeding immediately to work up a surfacing and oiling project on the Century Drive Secondary Highway beginning at the west end of the bridge across the Deschutes River, using a tentatively authorized amount of $10,000 which includes engineering.

The oiling is to be a 2½" roadmix provided suitable native gravel is available. In the event the gravel cannot be secured the project is to be worked up on an O-9 specification. Such minor grading items as will be required to overcome existing objectionable conditions are also to be included, as well as the handling of surface drainage conditions arising at street intersections within the city limits.

Request for Authority for Survey is submitted herewith.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R. H. Baldock

Encl.

CONTRACT# [redacted] 2106

18-2006 Klamath Falls Building

1968

2106

#2106

RECEIVED
FEB 3 1939
FOR FILING

February 2, 1939

Massachusetts Bonding & Insurance Company,
Redman Insurance Agency, Agents,
Klamath Falls, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2106, for the construction of a building for office and maintenance storage purposes, in Klamath Falls, has been completed by the contractor, Angelo A. Doveri, and that final settlement will be made by the State with said contractor for work done under said contract on or after February 11, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $19,625.38, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
FEB 6 1939
FOR FILING
18-20-[illegible]

REDMAN INSURANCE AGENCY
RESIDENT AGENT
111 SOUTH EIGHTH STREET
PHONE: 225
KLAMATH FALLS, OREGON

RECEIVED
FEB 6 - 1939
OREGON
STATE HIGHWAY COMMISSION

February 2nd, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

We hereby acknowledge receipt of your letter of the 2nd in which you state that final settlement will be made by the State with Angelo A. Doveri for work done under Contract No. 2106, for the construction of a building for office and maintenance storage purposes, in Klamath Falls, or or after February 11, 1939.

Yours very truly,

REDMAN INSURANCE AGENCY

E. B. Redman

E. B. Redman

EBR:IB

Representing
The Reliance Insurance Company
F. M. AVERY, Vice-President and Manager
CHARLES L. BARSOTTI, Assistant Manager
425 Montgomery Street, San Francisco, California
AN OLD LINE STOCK FIRE, MARINE AND AUTOMOBILE INSURANCE COMPANY

RELIANCE INSURANCE COMPANY
ESTABLISHED 1841

#2106

RECEIVED
JAN 23 1939
FOR FILING

January 23, 1939

Massachusetts Bonding & Insurance Company,
Redman Insurance Agency, Agents,
Klamath Falls, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Angelo A. Doveri on contract No. 2106, for the construction of a building for office and maintenance purposes at Klamath Falls. This payment will be made on or after February 2, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2106-56 Cd

RECEIVED
JAN 17 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 19 1939
FOR FILING

T. J. FALVEY, President

MASSACHUSETTS BONDING AND INSURANCE COMPANY
HOME OFFICE, BOSTON, MASSACHUSETTS
FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

NORTHWEST DEPARTMENT
A. O. STUBERG, MANAGER
825 DEXTER HORTON BUILDING
TELEPHONE: MAIN 4233

SEATTLE, WASHINGTON

January 16, 1939

Mr. H. B.Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract #2106 - Angelo Doveri

Dear Sir:

We understand the above contract was to have been completed January 16 , 1939, so we are writing for status information and enclose report form for this purpose. Thank you for your usual assistance.

Very truly yours,

M. MacPherson
NORTHWEST DEPARTMENT

MM

Enc.

[illegible]

= $15,660.11
– $ 1,566.01
= $14,094.10

#2106

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FEB 1 1939
FOR

January 11, 1939

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

This is to advise you that Angelo Doveri, contractor on the Klamath Falls building, contract number 2106, completed all work under the contract on January 7, 1939.

Will you please secure authority from the Commission to pay the final estimate on this job.

This will not require an extension of time as the work was completed before the specified completion date.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

CAG:TH

APPROVED BY HIGHWAY COMMISSION
DATE January 27, 1939
H B Glaisyer
Secretary

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 25 1939
FOR FILING

RECEIVED

January 10, 1939

Mr. J. M. Devers
Attorney
State Highway Commission
Office

Dear Sir:

Attached find a resolution prepared for the Commission's action which will effect the acceptance of the revised offer on the Klamath Falls maintenance building now under contract to Angelo Doveri.

By acceptance of this offer, the existing offer under which the contract was let is cancelled, and this one comes into effect. The new offer increases the PWA grant from $9,292 to $10,797.

If this resolution meets with your approval, will you please hand it to the Secretary so he can bring it before the Commission at its next meeting.

APPROVED
J M Devers
ATTORNEY FOR HWY. COMM.

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

CAG:TH
Att.
cc: H. B. Glaisyer

M

FORM F P-1 2M 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. DU VEVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

January 16, 1939

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Klamath Falls Maintenance Building
Docket No. Oregon 1177-F

We are enclosing three certified copies of an extract of the minutes of the Commission meeting of January 13 at which time the Commission considered and accepted the revised offer on the above named project. We trust you will find these in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG CM
Enclosure
cc H. B. Glaisyer

I, H. B. Glaisyer, the duly elected, qualified, and acting Secretary of the Highway Commission of the State of Oregon, do hereby certify that the attached copy of the extracts of the minutes of a regular meeting of the Highway Commission of the State of Oregon held on the 13th day of January, 1939, is a true, correct, and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the Resolution appearing in such minutes, entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A STORAGE AND OFFICE BUILDING AND STORAGE SHED NEAR KLAMATH FALLS, KLAMATH COUNTY, INCLUDING LANDSCAPING AND THE ACQUISITION OF NECESSARY LAND THEREFOR," is a true, correct, and compared copy of the original Resolution adopted at said meeting, which Resolution is on file and of record.

WITNESS my hand and the seal of the said Oregon State Highway Commission this 16th day of January, 1939.

H. B. Glaisyer
Secretary

(SEAL)

Salem, Oregon, January 13, 1939

The State Highway Commission met in regular session at 10:00 o'clock a. m. in the office of the State Highway Engineer, Room 325, State Office Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
C. B. McCullough, Ass't. State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * *

The Commission had under consideration the revised offer of the United States of America to contribute P.W.A. funds to aid in financing the construction of the Klamath Falls Maintenance Building, P.W.A. Docket No. Oregon 1177-F.

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of the Klamath Falls Maintenance Building, the following resolution, entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of a Storage and Office Building and Storage Shed near Klamath Falls, Klamath County, Including Landscaping and the Acquisition of Necessary Land Therefor," was proposed by Commissioner Aldrich and read in full:

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A STORAGE AND OFFICE BUILDING AND STORAGE SHED NEAR KLAMATH FALLS, KLAMATH COUNTY, INCLUDING LANDSCAPING AND THE ACQUISITION OF NECESSARY LAND THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of a storage and office building and storage shed near Klamath Falls, Klamath County, including landscaping and the acquisition of necessary land therefor, a copy of which offer reads as follows: 15

"P. W. 66635-1

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

Washington, D. C.,
Dated: Jan 7 1939
Docket No. Oreg. 1177-F

"State of Oregon, by and through the
State Highway Commission,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a storage and office building and storage shed near Klamath Falls, Klamath County, including landscaping and the acquisition of necessary land (all herein called the "Project"), by making a grant to the State of Oregon, by and through the State Highway Commission (herein called the "Applicant"), in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $10,797.

"2. By acceptance of this Offer the Applicant covenants to complete the Project with all practicable dispatch, and in any event by February 2, 1939.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"4. The acceptance of this Offer by the Applicant shall effectuate a cancellation of the contract created by the acceptance of the Offer dated June 27, 1938, made by the United States of America to the Applicant: Provided, that the cancellation of such contract shall not impair or vitiate any acts performed or proceedings taken thereunder prior to such cancellation, but such acts or proceedings may be continued under the contract created by the acceptance of this Offer.

"UNITED STATES OF AMERICA

"Federal Emergency Administrator
of Public Works

"By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all Terms and Conditions relating to such grant, a copy of which Terms and Conditions were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible; and to complete the work with all practicable dispatch, and in any event by February 2, 1939.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon, be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

copy next page also

The resolution was duly seconded by Commissioner Tou Velle and was adopted with the following voting "Yes":

Chairman Henry F. Cabell
Commissioner E. B. Aldrich
Commissioner F. L. Tou Velle

The Chairman thereupon declared said resolution carried.

FORM 5-E-1 5M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 12 1939
FOR FILING

18-2

January 10, 1939

Mr. J. M. Devers
Attorney
State Highway Commission
Office

Dear Sir:

Attached find a resolution prepared for the Commission's action which will effect the acceptance of the revised offer on the Klamath Falls maintenance building now under contract to Angelo Doveri.

By acceptance of this offer, the existing offer under which the contract was let is cancelled, and this one comes into effect. The new offer increases the PWA grant from $9,292 to $10,797.

If this resolution meets with your approval, will you please hand it to the Secretary so he can bring it before the Commission at its next meeting.

Yours very truly,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG:TM
Att.
cc: H. B. Glaisyer

[illegible]
JAN 4 1939
FOR FILING

18-2006

January 3, 1939

BUILDERS HARDWARE SERVICE COMPANY
Security Building
122 S. W. 5th Avenue
Portland, Oregon

Gentlemen:

Reference is made to your letter of recent date concerning the contract of Angelo Doveri, Klamath Falls.

You are advised that this is our number 2106, and is for the construction of a building for maintenance purposes at Klamath Falls. The bond furnished in connection with the contract was written by the Massachusetts Bonding and Insurance Company, for whom the Redman Insurance Agency, Klamath Falls, is resident agent. The date of completion for this job is January 16, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
DEC 22 1938
OREGON
STATE HIGHWAY COMMISSION

BUILDERS HARDWARE SERVICE CO.
SECURITY BUILDING
122 S. W. 5TH AVENUE
PORTLAND, OREGON,
ATWATER 5976

December 21, 1938

State Highway Commission,
Salem, Oregon.

Gentlemen;

We supplied the hardware for the Maintenance Bldg. at Klamath Falls, Oregon, to Mr. Angelo Doveri.

As our account is now past due we would appreciate advising us the name of the Bonding Company covering the job and also date of completion.

Thanking you for your immediate attention, we are

Yours very truly,

BUILDERS HARDWARE SERVICE CO.

A. J. Williamson
General Manager

AJW:J

REFERRED TO
Jim
(SECRETARY)

prepare answer

BUILDERS HARDWARE ENGINEERS.

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 6, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
506 Failing Building
Portland, Oregon

NOTED

Dear Sir:

Re: Klamath Falls Maintenance Building
PWA Docket Number Oregon 1177-F

Please consider this as a request for an amendment to our original application for grant to aid in financing the construction of the above-named job. In accordance with R.D. Bulletin 25, we offer the following information in support of our request for an amendment to the application.

A. 1. The Highway Commission authorized R. H. Baldock, State Highway Engineer, to present to PWA a request for an amendment to the original application.

a. The description of the project as presented under the original application still stands. There is no change in the items of work originally planned and stated in the original application.

b. The specific change in the application is requested as follows:

(1) Increase the total estimated cost of the project from $16,522.50 as shown on the original application to $27,211.95, the revised estimate of cost.

(2) Increase the grant allotment from $9,292.00, as shown on the original application to $10,711.73, or 45% of the revised estimate of cost to construct the project. (See section A.2. of this letter for a detail of the revised estimate of cost to construct.)

c. Additional funds in the amount of $16,500.22 will be supplied by the Highway Commission from general highway revenues. These funds are available at this time and are on deposit with the Treasurer of the State of Oregon.

A. 8. Estimates of the cost of the project are detailed below. The estimate submitted with the original application was general, as all of the details in connection with the job had not been developed at that time. In comparing the application estimate with the revised or detailed estimate, we do not consider the extra items shown as a change in plan, but as a development of detail. An estimate made by this department after plans and specifications were completed indicates that $27,211.95 would be a fair and reasonable cost of the work. The low bid submitted (detailed below) substantiates this figure.

Application Estimate
August 12, 1936

Preliminary		$100.00
Right of Way		2,150.00
Contract:		
Building	$6,600.00	
Facilities	960.00	
Ground Improvement	6,512.50	
Landscaping	1,200.00	
Total Contract		15,272.50
Engineering		1,000.00
Total of application estimate		$18,522.50

REVISED ESTIMATE

Preliminary		$100.00
Right of Way		
1. From Anton Meyers, all of lot 9, Block 1, Altament Acres		
43,651.86 square feet for	$ 350.00	
Title examination	5.00	
2. From Alice V. Dahlheim and B. A. Dahlheim, all of lot 10, Block 1, Altament Acres		
23,600.00 square feet for	500.00	
Title examination	5.00	
3. From Elmer and Edna Smith, all of lots 1 and 2, Block 1, Altament Acres		
67,203.45 square feet for	1,300.00	
Title examination	7.50	
Title insurance	21.50	
		2,189.00
Construction		
State Force		2,626.16

Contracts--				
All	Clearing & Grubbing	$ 150.00	$ 150.00	
300 cu.yds.	Excavating & Placing top soil	2.00	600.00	
1440 cu.yds.	Excavation, Single Classification	.40	576.00	
120 cu.yds.	Trench Excavation	1.50	180.00	
1440 yd.mi.	Truck Haul	.15	216.00	
30 lin.ft.	8" Concrete Pipe	.45	13.50	
150 lin.ft.	12" Concrete Pipe	.85	127.50	
4 only	Concrete Catch Basins	18.00	72.00	
900 lin.ft.	Concrete Curbs	.65	585.00	
37 cu.yds.	Class A Concrete	19.00	703.00	
40 cu. yds.	Class B Concrete	21.00	840.00	
600 lbs.	Metal Reinforcing	.08	48.00	
1300 lin.ft.	Woven Wire Fence	1.10	1,430.00	
All	Installation of Irrigation System	594.00	594.00	
1200 cu.yds.	Quarry-run Rock in Surfacing	1.45	1,740.00	
250 cu.yds.	1-1/4" - 0" Rock in Surfacing	2.25	562.50	
100 cu.yds.	Filler	.40	40.00	
100 yd.mi.	Hauling Filler	.15	15.00	
100 M gals.	Sprinkling	.50	50.00	
All	Construction of Maintenance Building	10,600.00	10,600.00	
400 sq.ft.	Insulating Blanket	.08	32.00	
165 sq.ft.	Linoleum	2.33	384.45	$19,558.95
Contingencies (4% of $19,558.95)				782.36
Engineering				
Design & Surveys			$ 592.24	
Inspection & Supervision (6% of $19,558.95)			1,173.54	1,765.78
Miscellaneous				189.70
	Total			$27,211.95

Summary of Revised Estimate of Cost to Construct:

Preliminary		$ 100.00
Right of Way:		
Land	$2,150.00	
Title Examination Costs	39.00	2,189.00

Construction		
State Force	$ 2,626.16*	
Contract	19,558.95	
Contingencies (4% Contract)	782.36	
		$22,967.47
Engineering		
Design & Surveys	592.24*	
Inspection & Supervision (6% Contract)	1,173.54	
		1,765.78
Miscellaneous		189.70*
Total Cost		$27,211.95

*Not Eligible

Grant Base	$23,803.85
45%	$10,711.73
Original Grant	9,293.00
Increase	$ 1,418.73

B. An election to supply the additional funds necessary is not required.

C. Plans for the project have not been revised. They remain the same as those submitted with the contract documents before the call for bids was issued.

The State Highway Commission is endeavoring in every way to cooperate with the Public Works Administration in getting work started at the earliest possible date. In line with this, our applications were submitted in advance of detailed information on this project. As noted above, the total cost of this project has exceeded our preliminary estimates. All of this work will be done under your regulation, and all of it will provide the labor which is a primary object of your program. We would ask that the grant allotment be increased to cover the usual percentage of federal participation on such projects.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

CAG:VM
cc: C. C. Hockley - 3
R. H. Baldock
G. S. Paxson

RECEIVED
NOV 9 - 1938
STATE HIGHWAY COMMISSION

#2106
CS

T. J. FALVEY, President

MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON, MASSACHUSETTS

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

NORTHWEST DEPARTMENT
A. O. STUBERG, MANAGER
825 DEXTER HORTON BUILDING
TELEPHONE: MAIN 4233

SEATTLE, WASHINGTON

November 7, 1938

Mr. H. B. Glaisyer, Secretary
Oregon StateHighway Commission
Salem, Oregon

Re: Angelo Doveri
Klamath Falls, Oregon
Contract #2106

Dear Sir:

On September 19, 1938 we executed a contract bond in the amount of $19,558.95 on behalf of our above contractor principal for construction of maintenance building and improve building site at Klamath Falls, Oregon. As surety we are desirous of knowing the progress being made by our principal and therefore we should appreciate your completing the attached status report from the records in your office and return to us in the stamped return envelope enclosed for your convenience.

Very truly yours,

M. MacPherson
NORTHWEST DEPARTMENT

MM

Enc.

Nov. 1 -
E. - $10,926.96 -
1,092.70 -
R. -
Pd - $9,834.26 -

RECEIVED
DEC 9 1938
FOR FILING

3c

September 2, 1938

Mr. Angelo Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

Confirming my wire to you of this date, the State Highway Commission awarded to you today the contract covering the construction of the Highway Department maintenance building at Klamath Falls. This award was based on the low bid submitted by you on August 30, 1938, in the amount of $19,540.95.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

cc - C. S. Paxson

gct confirmed

M

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

1217-A

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM OREGON
SEPTEMBER 2, 1938

ANGELO DOVERI
707 WASHINGTON STREET
KLAMATH FALLS OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING CONSTRUCTION OF HIGHWAY DEPARTMENT MAINTENANCE BUILDING AT KLAMATH FALLS BASED ON LOW BID SUBMITTED BY YOU AUGUST THIRTIETH CONTRACT FORMS FOLLOW

H. B. GLAISYER SECRETARY
STATE HIGHWAY COMMISSION

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Very truly yours,

State Highway Engineer

RECEIVED
DEC 9 1938
FOR FILING

September 1, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Re: PWA Docket Oregon 1177-F
Klamath Falls Building

Dear Sir:

Bids for the Klamath Falls Maintenance Building PWA Docket Oregon 1177-F were received by the Oregon State Highway Commission on August 30, 1938. The G. I. Stebbins Construction Company were low bidders on this project, but they did not sign their bond and were, therefore, disqualified. The award of the contract was not made on the date of the Commission meeting, but the attached resolution was passed allowing me to make the award to Angelo Doveri, lowest bidder complying with the terms of the Instructions to Bidders, providing such award is satisfactory to your office.

In accordance with the resolution passed by the Highway Commission I propose to award the contract for the construction of this docket to the lowest qualified bidder Angelo Doveri. May we have your approval of this award?

Very truly yours,

State Highway Engineer

RECEIVED
OCT 29 1938
FOR FILING

18-2006

October 28, 1938

Mr. Angelo Doveri
707 Washington
Klamath Falls, Oregon

Dear Sir:

We are sending to you today by express a fully executed copy of Contract No. 2106 which was awarded to you on September 2, 1938, for construction of a frame building at Klamath Falls, in Klamath County.

This copy is for your records and files.

Very truly yours,

JMcM:AM

Secretary

RECEIVED
SEP 7 1938
FOR FILING

18-2006

September 6, 1938

Mr. O. A. Stuberg, Manager
Massachusetts Bonding & Insurance Co.
825 Dexter Horton Building
Seattle, Washington

Dear Sir:

In accordance with your request of September 3, 1938, we are sending to you, under separate cover, a copy of the proposal form and a blue print tabulation of the bids received for the building at Klamath Falls, Oregon, on which the Highway Commission received bids August 30, 1938.

Very truly yours,

Secretary

JMCF:AM

RECEIVED
- 1938

J FALVEY, President

MASSACHUSETTS BONDING AND INSURANCE COMPANY

HOME OFFICE, BOSTON, MASSACHUSETTS

FIDELITY AND SURETY BONDS AND CASUALTY INSURANCE

NORTHWEST DEPARTMENT
A. O. STUBERG, MANAGER
825 DEXTER HORTON BUILDING
TELEPHONE: MAIN 4233

SEATTLE, WASHINGTON

September 3, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

We executed a bid bond upon the behalf of Angelo Doveri, Klamath Falls, Oregon, on his bid for the erection of a State Highway Building. I understand that bids were opened August 30 and that Mr. Doveri was low bidder.

The writer is leaving our office Wednesday evening on an eastern trip for two weeks, and I want to give consideration to the performance bond before I leave. If you can send me by return mail the names of the other bidders on this project and the amounts of their bids, it will be greatly appreciated and of material assistance. If you can also send us an extra copy of the contract specifications at the same time, it will be helpful in giving me a picture of what our performance bond will guarantee.

Very truly yours,

A O Stuberg

S:H

A. O. STUBERG

RECEIVED
SEP 15 1938
FOR FILING

12-[illegible]

September 15, 1938

Mr. Angelo A. Doveri
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

We are returning to you by express four copies of the contract which was awarded to you on August 30 for the construction of a building at Klamath Falls, Oregon.

You are advised that before this contract will be acceptable it will be necessary that each copy be executed by a surety company authorized to transact business in Oregon, and each copy must be signed by the surety company's attorney in fact, and countersigned by its authorized resident agent.

Please have this done and return all four copies to this office.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Bridge Department

RECEIVED
SEP 10 1938
FOR FILING
18-2106

September 9, 1938

Mr. Angelo Doveri,
707 Washington Street
Klamath Falls, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2106 which was awarded to you on September 2, 1938, covering construction of a maintenance building at Klamath Falls, Oregon.

Will you please execute all four copies of this contract as to agreement and bond and also properly execute the non-collusion affidavit on Page 3 of the Supplemental Instructions to Bidders. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 60 of the General Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

Secretary

HBG:EC

cc - W. A. Reeves

FORM 2-E-1 5M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 10 [illegible]
FOR FILING

September 9, 1938

Mr. H. B. Glaisyer
Secretary
State Highway Commission
Office

Dear Sir:

Herewith are four sets of contract documents for the Klamath Falls Building, which are ready to go to the contractor for execution.

His attention should be called to the non-collusion affidavit as set out on page 3 of the Supplemental Instructions to Bidders. This must be signed.

The insurance required of the contractor should be sent in with the signed documents, and he should supply us with one certified copy of the policy and five copies of a certificate of insurance covering the policy.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

CAG:TH
Att.

NOTED
H. B. GLAISYER

18-2006

2313

State of Oregon)
: ss.
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached resolution with regard to the Highway Commission's action empowering R. H. Baldock to award the contract for the construction of the Klamath Falls Building to the Angelo Deveri is a true and exact copy of the resolution passed by the Highway Commission at its regular meeting at Pendleton on August 30th, as the same appears in Book 23 of the minutes wherein official acts of the Oregon State Highway Commission are recorded.

I hereunto set my hand and the official seal of the Oregon State Highway Commission this First day of September, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

17

A RESOLUTION

Moved by F. L. Tou Velle and seconded by E. B. Aldrich that R. H. Baldock, State Highway Engineer, be and he is hereby empowered to award the contract for the construction of the Klamath Falls Building, PWA Docket Oregon 1177-F to Angelo Deveri, providing such award is satisfactory to C. C. Hockley, Regional Director, Public Works Administration.

For: Minutes

RECEIVED
DEC 8 1938
FOR FILING

18-2006

OREGON STATE HIGHWAY COMMISSION

Tabulation of Bids Received August 30, 1938

KLAMATH COUNTY

Construction of a frame building 32' x 140' complete with heating plant at Klamath Falls.

Angelo A. Devari, Klamath Falls	$ 19,540.95
Snook Bros., Eugene	19,678.00
W. D. Miller Constr. Co., Klamath Falls	19,945.45
Ellsworth Gray, Klamath Falls	20,594.25
Contracting & Sales Co., Inc., Portland	24,412.00

AWARD PENDING

FORM 2-2-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 1 1938
FOR FILING

18-2006

August 25, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith seven copies of the estimate for the Klamath Falls Building on which bids are to be opened in Pendleton, August 30th, together with three copies of the bid tabulation sheets for the same project. I understand that the sale of some buildings is to be handled at the same Commission meeting, we have therefore not stapled these estimates into their covers.

Very truly yours,

GSPaxson

G. S. Paxson
Bridge Engineer

GSP DK
Attachments
cc S. H. Probert

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 19 1938
FOR FILING

18-

August 12, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Re: Klamath Falls Building
Docket No. Oregon 1177-F

Dear Sir:

Attached find three certified copies of the Commission minutes relating to the adoption of the wage rates for the Klamath Falls Building.

We trust you will find these in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAS:CM
Attached
cc: H. B. Glaisyer ✓

NOTED
W / REEVES

18-2[illegible]

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, C. B. McCullough, Assistant State Highway Engineer of the State of Oregon, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission, relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor on the Klamath Falls Building Project, PWA Docket No. Oregon 1177-F, as the same appears in the minutes of August 9, 1938, entered in Volume 23 of the minute book, wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on August 9, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 30, 1938.

IN WITNESS WHEREOF I have hereunto set my hand this tenth day of August, 1938.

Assistant State Highway Engineer

* * * * *

Klamath Falls, Oregon, August 9, 1938

The State Highway Commission met in the City Council Chambers of the Klamath Falls City Hall at 9:00 o'clock a. m., in accordance with formal notification sent to the Mayor of Klamath Falls on July 7, 1938, for the purpose of securing expressions from the people of Klamath Falls with respect to the rerouting of The Dalles-California Highway within said city. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * *

Following the hearing the Commission was in session for a short time for consideration of routine matters among which was the adoption of minimum wage rates to be paid laborers employed on the Klamath Falls building project which it is proposed to construct with PWA funds. After some discussion, Commissioner Tou Velle moved the adoption of the following resolution in regard thereto, which motion was duly seconded and declared by Commissioner Aldrich to have passed by the unanimous vote of the Commissioners present:

#1

(✱)

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE KLAMATH FALLS BUILDING PROJECT

PWA DOCKET NUMBER OREGON 1177-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Klamath County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates now being paid on the construction of a new gymnasium in the City of Klamath Falls, this construction project being the largest construction project under way at present in that locality, and an examination of the wage rates paid for grading, surfacing, and rock production on highway work which work is comparable to work to be performed on this project.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed.

Air compressor oper.	$ .75 per hour
~~Blacksmith~~	~~.75 per hour~~
Brick layer	1.50 per hour
Building Trades laborers	.62½ per hour
Carpenter	1.20 per hour
Conc. mixer operator	.75 per hour
Crane operator (rated capacity)	1.20 per hour
Crusher oper. (400 tons per day or over)	1.20 per hour
Crusher oper. (under 400 tons per day)	.75 per hour
Drill dresser	1.20 per hour
Electrician	1.20 per hour
Excavator oper. (types comparable to Le Tourneau	1.20 per hour
Glasier	1.12½ per hour
Iron Worker	1.25 per hour
Pump man	.75 per hour
Reinf. steel setter	1.12½ per hour
Roller operator	.75 per hour
Sheet metal worker	1.25 per hour
Shingler	1.20 per hour
Fireman (steam shovel or hoist)	$ .75 per hour
Grader operator	.75 per hour
Hoist engr. (2 or more active drums)	1.20 per hour
Jackhammer operator	.75 per hour
Labor, misc. unskilled	.50 per hour
Lather	1.25 per hour
Le Tourneau operator	1.20 per hour
Master conc. finisher	1.25 per hour
Mason's tender	1.00 per hour
Mechanic	1.20 per hour
Painter	1.12½ per hour
Pitman	.50 per hour
Plasterer	1.50 per hour
Powder man	.75 per hour
Power shovel operator	1.20 per hour
Plumber	1.25 per hour
Teamster	.62½ per hour
~~Tractor oper. (20 or more HP mfr's rated capacity~~	~~.75 per hour~~
~~Tractor oper. (under 20 HP mfr's rated capacity~~	~~.50 per hour~~
Truck driver	.62½ per hour

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical, or other non-manual works as such.

BE IT FURTHER RESOLVED that there be transmitted with this resolution the substantiating data upon which the foregoing determination is based. /5

9

HIGHWAY COMMISSION
July 20, 1938
Secretary

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE KLAMATH FALLS BUILDING PROJECT

PWA DOCKET NUMBER OREGON 1177-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Klamath County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by comparison with the minimum rates of pay set up by the Bureau of Public Roads for use on federal projects, including federal aid road work and all projects under the National Recovery Act. These wage rates have been in effect for several years and have been adopted by the Oregon State Highway Commission under date of February 19, 1937 as the standard for state work.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Ex. 9c.

Skilled Labor

Asphalt plant engineer	$1.20
Bricklayer	1.20
Carpenter, journeyman	1.20
Crane operator	1.20
Crusher operator (400 tons per day or over)	1.20
Dredge runner	1.20
Drill dresser	1.20
Electrician	1.20
Excavator operator (types comparable to Le Tourneau)	1.20
Hoisting engineer (2 or more active drums)	1.20
Lathers	1.20
Le Tourneau operator	1.20
Master finisher (concrete work)	1.20
Mechanic	1.20
Painter, journeyman	1.20
Mixer operator (5-bag rated capacity or over)	1.20
Pile driver workmen	1.20
Plasterer	1.20
Plumber	1.20
Power shovel operator	1.20
Reinforcing steel setter (steel tyers)	1.20
Rigger	1.20
Riveter	1.20
Rivet heater	1.20
Rivet bucker	1.20
Rivet passer	1.20
Sheet metal workers	1.20
Shinglers	1.20
Structural steel workers (erectors)	1.20
Waterproofers (bridge work)	1.20

Intermediate Grade Labor

Air compressor operator	.75
Blacksmith	.75

Intermediate Grade (cont'd)

Compressor operator	$.75
Crusher operator (under 400 tons a day)	.75
Distributor driver or operator	.75
Finisher's assistant (under direction of mastor finisher)	.75
Fireman (steam shovel or hoist)	.75
Grader operator	.75
Hod carrier	.75
Jack hammer operator	.75
Mixer operator (machine less than 5-bag rated capacity)	.75
Mortar mixer (hand)	.75
Pile driver workmen (groundmen)	.75
Powder man	.75
Pump man	.75
Roller operator	.75
Tractor operator (20 or more H.P. mfr's rated capacity)	.75
Truck driver (over 1½-ton mfr's rated capacity)	.75

Unskilled Labor

Blacksmith's helper	.50
Carpenter helper (hammer and saw men)	.50
Cement handler	.50
Shoveler (concrete)	.50
Driver, truck (1½-ton mfr's rated capaicty or less)	.50
Electrician's helper (supplying electricians)	.50
Hod carrier	.50
Labor, miscellaneous unskilled	.50
Mechanic's helper	.50
Painter's helper (cleaning surface and supplying painters)	.50
Pitman	.50
Plumber's helper (supplying plumbers)	.50
Powder monkey (helper)	.50

Unskilled Labor (cont'd)	
Reinforcing steel laborer	.50
Sloper	.50
Spader (concrete work)	.50
Structural steel laborer (handling steel)	.50
Subgrade laborer (hand tools)	.50

Unskilled Labor (cont'd)	
Tractor operator (under 20 H.P. mfr's rated capacity	.50
Truck driver (1½-ton mfr's rated capacity or less)	.50
Watchman	.50

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual workers as such.

4d

FORM B-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 24 1938
FOR FILING

July 29, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Re: Klamath Falls Building Project
Docket Oregon 1177-F

Dear Sir:

Attached hereto are copies of a resolution establishing the minimum wage rates to be paid labor under the above project. In gathering the data establishing these wage rates Mr. George Sothman, District Maintenance Superintendent for the Oregon State Highway Department at Klamath Falls, examined the pay rolls and interviewed administrative employees of the Broeterhous Construction Company and the minimum wage rates set up in the attached resolution are identical with the wages now being paid on this gymnasium project. I have also compared these wage rates with the union scale as established by the Building Trades Council of Klamath Falls and find that the wage rates set up in this resolution equal or exceed those established by the Building Trades Council.

This resolution will be presented to the Highway Commission for adoption at their meeting on August 4th and will be adopted before bids on this project are opened. We would ask that you give your approval to this proposed resolution so that the same may be sent all contractors who have taken out proposals on this project in order that they may base their bids on this wage schedule. Copies of this revision to the proposal will be sent under registered mail.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc R. H. Baldock
H. B. Glaisyer

Mr. Glaisyer
Com. meeting

M

FORM

④

Not entered in [illegible] the new resolution adopted at meeting on Aug 9, 1938

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE KLAMATH FALLS BUILDING PROJECT

PWA DOCKET NUMBER OREGON 1177-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Klamath County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates now being paid on the construction of a new gymnasium in the City of Klamath Falls, this construction project being the largest construction project underway at present in that locality.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed.

Brick layer	$1.50 per hour	Shingler	$1.20 per hour
Carpenter	1.20 per hour	Carpenter's helper	.75 per hour
Electrician	1.20 per hour	Electrician helper	.75 per hour
Master concrete finisher	1.25 per hour	Conc. finisher asst.	.62½ per hour
Painter	1.12½ per hour	Building Trades laborers	.62½ per hour
Lather	1.25 per hour	Mason's tender	1.00 per hour
Plasterer	1.50 per hour	Plumber's helper	.62½ per hour
Plumber	1.25 per hour	Reinf. steel laborer	.62½ per hour
Reinf. steel setter	1.12½ per hour	Conc. mixer operator	.75 per hour
Sheet metal worker	1.25 per hour	Truck driver	.62½ per hour

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual works as such.

BE IT FURTHER RESOLVED that there be transmitted with this resolution the substantiating data upon which the foregoing determination is based.

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
JUL 28 1938
FOR FILING

18-[illegible]

July 26th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

We have been revising the landscape and ground plans for the Klamath Falls maintenance building, and the only estimate of cost which I could find seems to have been furnished by you sometime ago and contemplated the use of the Harold Blake quarry, which has undoubtedly been dismantled long since.

Will you kindly send in some further data on the surfacing to be used and the cost of the crushed rock. I would suggest that there be at least ten inches of rock covered by two inches of black pavement.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

July 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Klamath Falls Building
Docket No. Oregon 1177-F

Dear Sir:

There are enclosed five certified copies of a resolution passed by the Oregon State Highway Commission establishing the minimum wage rates to be paid by contractors for work on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer

STATE OF OREGON)
: ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor on the Klamath Falls Building Project, PWA Docket No. Oregon 1177-F, as the same appears in the minutes of July 20, 1938, entered in Volume 23 of the minute book wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on July 20, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 3, 1938, all members being present and participating.

IN WITNESS WHEREOF I have hereunto set my hand this twenty-second day of July, 1938.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE KLAMATH FALLS BUILDING PROJECT
PWA DOCKET NUMBER OREGON 1177-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Klamath County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highwav Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said Project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by comparison with the minimum rates of pay set up by the Bureau of Public Roads for use on federal projects, including federal aid road work and all projects under the National Recovery Act. These wage rates have been in effect for several years and have been adopted by the Oregon State Highway Commission under date of February 19, 1937 as the standard for state work.

NOW, THEREFORE, BE IT RESOLVED by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Skilled Labor

Asphalt plant engineer	$1.20
Bricklayer	1.20
Carpenter, journeyman	1.20
Crane operator	1.20
Crusher operator (400 tons per day or over)	1.20
Dredge runner	1.20
Drill dresser	1.20
Electrician	1.20
Excavator operator (types comparable to Le Tourneau)	1.20
Hoisting engineer (2 or more active drums)	1.20
Lathers	1.20
Le Tourneau operator	1.20
Master finisher (concrete work)	1.20
Mechanic	1.20
Painter, journeyman	1.20
Mixer operator (5-bag rated capacity or over)	1.20
Pile driver workmen	1.20
Plasterer	1.20
Plumber	1.20
Power shovel operator	1.20
Reinforcing steel setter (steel tyers)	1.20
Rigger	1.20
Riveter	1.20
Rivet heater	1.20
Rivet bucker	1.20
Rivet passer	1.20
Sheet metal workers	1.20
Shinglers	1.20
Structural steel workers (erectors)	1.20
Waterproofers (bridge work)	1.20

Intermediate Grade Labor

Air compressor operator	.75
Blacksmith	.75

Intermediate Grade (cont'd)

Compressor operator	$.75
Crusher operator (under 400 tons a day)	.75
Distributor driver or operator	.75
Finisher's assistant (under direction of mastor finisher)	.75
Fireman (steam shovel or hoist)	.75
Grader operator	.75
Hod carrier	.75
Jack hammer operator	.75
Mixer operator (machine less than 5-bag rated capacity)	.75
Mortar mixer (hand)	.75
Pile driver workmen (groundmen)	.75
Powder man	.75
Pump man	.75
Roller operator	.75
Tractor operator (20 or more H.P. mfr's rated capacity)	.75
Truck driver (over 1½-ton mfr's rated capacity)	.75

Unskilled Labor

Blacksmith's helper	.50
Carpenter helper (hammer and saw men)	.50
Cement handler	.50
Shoveler (concrete)	.50
Driver, truck (1½-ton mfr's rated capaicty or less)	.50
Electrician's helper (supplying electricians)	.50
Hod carrier	.50
Labor, miscellaneous unskilled	.50
Mechanic's helper	.50
Painter's helper (cleaning surface and supplying painters)	.50
Pitman	.50
Plumber's helper (supplying plumbers)	.50
Powder monkey (helper)	.50

Unskilled Labor (cont'd)	
Reinforcing steel laborer	.50
Sloper	.50
Spader (concrete work)	.50
Structural steel laborer (handling steel)	.50
Subgrade laborer (hand tools)	.50

Unskilled Labor (cont'd)	
Tractor operator (under 20 H.P. mfr's rated capacity	.50
Truck driver (1½-ton mfr's rated capacity or less)	.50
Watchman	.50

BE IT FURTHER RESOLVED that the foregoing list of trades or occupations includes, to the best of our knowledge, all the classifications of employees who will be engaged in work on said Project other than executive, supervisory, administrative, clerical or other non-manual workers as such.

FORM 5-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JUL 11 1938
FOR FILING
Const.
Projects
[illegible]

18-20-b

July 9, 1938

Evening Herald
Klamath Falls, Oregon

Gentlemen:

There is enclosed a copy of our Notice to Contractors covering call for bids for the Klamath Falls Building which we desire you to publish on the days of July 13, July 20, and July 27, 1938. After each publication please forward us five copies of the publication and five copies of a certificate of publication.

There is a possibility that there may be some revisions to the wording of this advertisement. We ask that you acknowledge receipt of this letter and the copy of the advertisement by collect wire as soon as it is received by you, also that you advise us of the latest time possible for us to call you in the event that any revisions are necessary.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: H. B. Glaisyer

NOTED

FORM 9-E-1 3M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
AUG 24 1938
FOR FILING
Const
[illegible]
[illegible]

18-2006

July 1, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Re: Klamath Falls Buildings
Docket No. Oregon 1177-F

Dear Sir:

There are enclosed three certified copies of a resolution passed by the Highway Commission at its meeting of June 30th accepting the P.W.A. offer for grant to aid in the construction of this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: R. H. Baldock
H. B. Glaisyer
J. M. Devers

STATE OF OREGON)
: ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission, relating to the Resolution of the Commission accepting the offers of the United States of America through the Public Works Administration to aid by way of grant in financing the construction of certain projects, as the same appear in the minutes of June 30, 1938, entered in Volume 23 of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

IN WITNESS WHEREOF, I have hereunto set my hand this 1st day of July, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, June 30, 1938

The State Highway Commission reconvened at 9:00 o'clock a. m. in the Auditorium of the Public Service Building. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the acceptance of the offers of the United States of America to aid in financing the following state highway projects by making grants of federal funds in the amount of 45 per cent of the cost of such projects, including the acquisition of lands and rights of way needed therefor, upon completion:

1. Construction of Catching Slough Bridge and approach roads thereto on Coos River Secondary State Highway, in Coos County;

2. Construction of the Fleming Ranch-Schindler Bridge Section of the Albany-Lyons Secondary State Highway, in Linn County;

3. Construction of Umatilla River Bridge and approach roads thereto on the Sunnyside-Umapine Secondary State Highway, in Umatilla County;

4. Construction of a storage and office building and a storage shed near Klamath Falls, in Klamath County.

After discussion the Commission approved the said offers and, by affirmative vote of each of the Commissioners present, adopted the following resolutions accepting such offers:

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF A STORAGE AND OFFICE BUILDING AND STORAGE SHED NEAR KLAMATH FALLS IN KLAMATH COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of a storage and office building and a storage shed near Klamath Falls in Klamath County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 80915-13

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Jun 27 1938
Docket No. Oreg. 1177-F.

"State of Oregon, by and through
the State Highway Commission,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer) which are made a part hereof, the United States of America hereby offers to aid in financing the construction of a storage and office building and storage shed near Klamath Falls, Klamath County, including acquisition of necessary land and landscaping (herein called the "Project"), by making a grant to the State of Oregon, by and through the State Highway Commission (herein called the "Applicant"), in the amount of 45 per cent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works, but not to exceed, in any event, the sum of $9,292.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 10 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than 10 weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within five months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

E B Aldrich

As Commissioner

F L Fonville

As Commissioner

FORM 2-E-1 2M 12-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

18-2006

June 29, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached find signed Offer of the Public Works Administration to aid in financing the construction of a storage and office building and storage shed near Klamath Falls, in Klamath County, Oregon Docket 1177-F.

Very truly yours,

G. S. Paxson
Bridge Engineer

By WA Reeves

W. A. Reeves
Office Engineer

CAG DK
Attachment

Returned to Reeves
8/5/38 H.B.G.

CONTRACT# 2107

103-1013 Molalla Section
Woodburn-Mt.Hood Secon. 1938

2107

RECEIVED
JAN 17 1939
FOR FILING

STATEMENT OF OVERRUNS AND UNDERRUNS OF BID QUANTITIES ON THE MOLALLA PAVING PROJECT, PREFIX 103-1013, CONTRACT 2107, P.W.A. DOCKET #1247 F.

OVERRUNS

CONTRACTION JOINTS

Expansion joints placed to meet joints in old pavement. Contraction joints placed midway between expansion joints. This placed contraction joints closer than standard distance and caused an overrun of approximately 12% of the preliminary estimate.

DOWELS

Due to increased number of contraction joints more dowels were required.

TIE BARS & REINFORCEMENT

Placed as per plan.

UNDERRUNS

HAUL

Contract called for placing all excavated material on the streets of Molalla. It was found possible to do this and hold the haul to one half mile and thus reduce the estimated quantities.

ADJUST INLETS

Error in preliminary estimate as it was found necessary to adjust but three out of the seven inlets within the improved street area.

SAND CUSHION

A slight decrease was made in this item due to holding thickness of cushion to minimum as allowed under the contract.

#2107

RECEIVED
JAN 17 1939
FOR FILING

103-1 [illegible]

January 17, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2107, for the construction of the Molalla Section of the Woodburn-Mt. Hood Secondary Highway in Clackamas County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 27, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,093.18, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. Baldock

NOT
C. B. Mc

December 21st, 1938

COST ANALYSIS - SEMI-FINAL REPORT

Molalla Section
Woodburn-Mt. Hood Secondary Highway
Contract #2107 Prefix 103-1013

Mt. States Construction Co., Contractors
F. T. Young, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Excavation, Single Class	$825.53	1,271.5 cu. yd.	0.65	0.60	$762.90
Truck Haul	156.21	633 yd. mi.	0.246	0.10	63.30
Adjustment of Catch Inlets	11.07	3	3.69	10.00	30.00
Sand Cushion	222.06	100 cu. yd.	2.22	1.50	150.00
Portland Cement Concrete Pavement	9,599.94	5,328.59 sq. yd.	1.80	1.95	10,390.75
½-inch Expansion Joints	149.30	1,244	0.12	0.10	124.40
Contraction Joints	52.28	2,800	0.02	0.02	56.00
Dowels	410.06	3,160	0.13	0.15	474.00
Tie Bars & Reinforcement	40.09	808.5 lb.	0.05	0.06	48.51
	$11,466.54				$12,099.86

Gross Revenue	$12,099.86
Total Cost	11,466.54
Net Profit	$633.32

Net Profit Equals 5.2% of Gross Revenue

Molalla Section
Woodburn-Mt. Hood Secondary Highway

Detail of Cost

Labor:

Supervision	$319.00	
Labor	2,974.09	
State Industrial Accident Insurance	214.08	
Unemployment & Social Security Insurance	131.74	
Public Liability	31.29	
		$3,670.20

Materials:

Cement	6,564 sacks at $0.525	$3,446.10	
Sand & Gravel at Rigdon plant at Barlow	1,395 cu. yd. at 0.75	1,046.25	
Dowels	3,160 at 0.074	233.84	
$\frac{1}{2}$" x 7" x 10' Expansion Joints	1,244 lin. ft. at 0.0708	88.08	
Contraction Joints	2,800 " " " 0.0095	26.60	
Tie Bars & Reinforcing Steel	808.5 lb. at 0.02798	22.62	
Dowel Sleeves	1,100 at 0.02	22.00	
Drain Grate	1 at 21.80	21.80	
Wedges and Staples		18.50	
			4,925.79

Equipment Rental, Small Tools & Miscellaneous:

Equipment Rental	$1,231.00	
Gas, Oil and Grease	783.90	
Small Tools & Misc. Supplies	261.02	
Main Office Expense	242.00	
Hired Equipment (Including Gas, Oil & Grease)	231.63	
Bond	121.00	
		2,870.55
Total Cost		$11,466.54

1

Molalla Section

REMARKS:

This P.W.A. contract consisted of 0.34 mile of pavement widening in the City of Molalla. The job was bid and awarded September 29th, 1938; work was started October 3rd, and the contract was completed November 12th.

Excavation consisted of removing compacted earth and gravel of from 10 to 12 feet in width and to a depth of 1 foot on each side of the existing pavement in Molalla. The digging was difficult and a 3/8 cu. yd. shovel averaged only 19 cu. yds. per hour.

Truck haul was expensive as the production was low and the haul very short.

Sand and gravel was purchased at the Rigdon plant at Barlow and was hauled to the job in company trucks. A two sack mixer was set up at the west end of the project, and the materials were grouped around it. The aggregates were then hand trucked to the mixer as required and the concrete hauled to the job in 1½-ton dump trucks. A trench was dug to the depth of a truck to the mixer so that the trucks could back directly under the mixer shute. Spreading and finishing was done by hand. Sawdust was used for curing.

A fair profit was made on the paving even though the weather was adverse. Also, the contractor had a slightly larger payroll than was necessary because he is attempting to keep the key men of his organization employed throughout the year.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

Form 886—4M—3-33.

[illegible]GON STATE HIGHWAY COMMISSIO[illegible]

FIELD ENGINEER'S WEEKLY REPORT

FEDERAL AID EMERGENCY PROJECT

For Week Ending December 3, 1938, 193

Section Molalla	*Kind of work* Paving
Highway Woodburn - Mt. Hood	*Section prefix* 103 1013
Contractor Mountain States Construction Co.	*Contract number* 2107
Date of contract Sept. 29, 1938, 193	*Date of completion* November 30, 1938, 193
Date work started October 3, 1938, 193	*Estimated date of completion* ......, 193
Amount of contract $12,286.00	*Per cent of time elapsed* 75 %

Estimated cost of completed project, exclusive of engineering $12,093.20

Per cent of contract completed, based on total contract price ...... %

Engineering costs to date, $ 765.85, ... % *Date project was completed* Nov. 12, 1938, 193

General information covering progress of work by party and by contractor, important developments, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final Estimate covering this contract completed and delivered to the Division Office on the 30th. of November.

F. T. Young

[illegible]

DEC 5 - 1938

NOTED
VAN SCOY

NOTED
RAY WEBBER

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	0.344				0.344
Miles partially completed					
Miles completed	0.344			--	0.344
Total estimated quantities					
Estimated quantities moved or placed to date	1267				5329
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bull dozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
NOV 10 1938
FOR FILING

103-1013

November 10, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2107 which was awarded to you on September 29, 1938, for paving the Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County. This copy is for your records and files.

Very truly yours,

MC:AM

Secretary

FORM 8-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

5

November 9, 1938

103-1913

Mr. H. B. Glaisyer, Secretary
State Highway Commission
Office

Dear Sir:

We are handing you three executed copies of the contract for the paving of the Molalla Section of the Woodburn-Mt. Hood Loop Secondary Highway.

The fourth executed copy is in the hands of the Bureau of Public Roads in Portland, and will be forwarded to us right away.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

CAG:VM
Att. 3

REFERRED TO
[illegible]
SECRETARY

[illegible] when the other copy comes in
[illegible]

5

RECEIVED
NOV 3 1938

103-1013

C
O
P
Y

November 2, 1938

Mountain States Construction Company

Eugene, Oregon

Attention: W. C. Lindsay, Bookkeeper

Gentlemen:

Reply is made to your inquiry of October 31 as to when you may expect to receive copies of the Brownsville and Molalla contracts which were recently awarded to you by the State Highway Commission, being contracts No. 2111 and 2107 respectively.

These jobs, as you no doubt are aware, are P.W.A. projects and the signed contracts must be approved by the P.W.A. authorities before we can release them. The contracts have been signed by the State Highway Commission and are now in the hands of the P.W.A. authorities for final approval. We anticipate that they will be returned to us some time this week.

In accordance with the usual procedure, we will forward you an executed copy of each contract as soon as they are ready for distribution.

Needless to say, we regret exceedingly the delay in furnishing you with your signed copies but it is just one of those things that cannot be helped.

Very truly yours,

Secretary

HBG:AM

CO
O
P
Y

MOUNTAIN STATES CONSTRUCTION CO.

Eugene, Oregon
October 31, 1938

Oregon State Highway Commission
Salem, Oregon

Dear Sir:

We haven't received our copies of contract on the Brownsville and the Molalla Job.

Kindly advise us when we may expect to get them.

Yours very truly,

Sgd. W. C. Lindsay
Bookkeeper

RECEIVED
OCT 7 1938
FOR FILING
103-1512

October 6, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2107 which was awarded to you on September 29, 1938, by the State Highway Commission, covering the paving of the Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the following matters in the contract:

1. The non-collusion affidavit on page 3 of the Supplemental Instructions to Bidders. This must be fully executed along with the contract and bond.

2. Paragraph No. 2 of the mimeographed General Conditions, relating to insurance to be furnished by the contractor. Proof of such insurance must accompany the signed contracts when they are returned. This proof may consist of a copy of the policy and 5 copies of a certificate of insurance on such policy.

3. Paragraph on page 23 of the mimeographed pages, relating to payment by the contractor of amounts due hospital associations, etc.

4. Paragraph under Section 5 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

FORM 2-B-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 24 1938
FOR FILING

F03-1242

October 4, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Molalla Section
PWA Docket No. Oregon 1247-F

Enclosed we are sending you three certified copies of an excerpt from the minutes of the State Highway Commission relating to the award of the contract on the above-named job.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAC:TH
Enc.
cc: H. B. Glaisyer

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of a portion of the minutes of the Oregon State Highway Commission relating to the award of the contract covering the paving of the Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County, as the same appears in the minutes of September 29, 1938, entered in volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of the said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission of September 29 was a regular meeting of the Oregon State Highway Commission and that all members were given due notice of meeting by letter on September 26, 1938.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this first day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, September 29, 1938

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts and sale of buildings, bids for which were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County. 0.34 mile paving. The low bid for this project was that submitted by the Mountain States Construction Company, Eugene, at $12,286.00. The next low bid was that of the Oregon Contracting Company, Portland, at $12,427.00. There were two higher bidders. The Commission has awarded the contract to the low bidder, the Mountain States Construction Company, at its bid of $12,286.00.

X

* * * * *

"Construction of maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Deschutes and Harney Counties. The Commission received three bids for this project, the low one being that submitted by Henry C. Nelson, Bend, at $36,394.00. The second low bid was that of Allen V. Moore, Portland, at $39,180.97. The Commission has awarded this contract to the low bidder, Henry C. Nelson, at his bid of $36,394.00.

* * * * *

"Brownsville Section of Halsey-Sweet Home Secondary Highway, in Linn County. 1.14 miles grading, surfacing, and oiling. The low bid submitted for this project was that of the Mountain States Construction Company, Eugene, at $21,970.50. The next low bid was that of D. L. Ashton, Lebanon, at $23,545.00. There were six higher bidders. The Commission has awarded this contract to the low bidder, the Mountain States Construction Company, at its bid of $21,970.50.

* * * * *

RECEIVED
OCT 1 1938
FOR FILING

103-1013

September 30, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 29, 1938, awarded you the contract for 0.34 mile paving on the Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County. This award was based on your low bid of $12,286.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert

RECEIVED
OCT 24 1938
FOR FILING

103-1013

Portland, Ore.
(Place)

Sept. 29 1938
(Date)

Docket No. 1247-F

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Portland, Oregon.

Sir:

At a meeting of Oregon State Highway Commission (Public body), held Sept. 29 1938 (date) it was ordered that the following proposed resolution be submitted to you for approval:

"WHEREAS, the bids received for the construction of Paving (Project), at Molalla, Oregon (City and State), have been duly opened, read and compared, and it appears that Mountain States Constructors Co. is low bidder, after taking alternate deductions ______; and

WHEREAS, such bid is within the available funds of ~~$14,338~~ — $13,300. — ______;

NOW, THEREFORE, BE IT RESOLVED, That the contract for the construction of said Molalla paving (Project) be and the same is hereby awarded to Mountain States Constructors Co. for the sum of ______ Dollars ($12,286.00)

This proposed resolution of award will be adopted immediately upon (but not before) receipt of your approval.

Very truly yours,

Oregon State Highway Commission
(Public Body)

By Secretary
(Title)

Approved: SEP 29, 1938

W. H. Lynch
W. H. Lynch

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

103-1013

September 6, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Re: Molalla Paving Project
PWA Docket Oregon 1247-F

Gentlemen:

Enclosed find three certified copies of the resolution of the Commission establishing the wage rate for the above named docket. This wage rate is in line with past correspondence with Mr. C. C. Hockley's office, and we are placing the same in the General Conditions Part I of the contract documents for this job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
Enclosure
cc H. B. Glaisyer ✓
S. H. Probert
C. C. Hockley

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached resolution entitled "A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE MOLALLA PAVING PROJECT PWA DOCKET NO. OREGON 1247-F" is a true and exact copy of the resolution as it appears in Volume 23 of the minutes wherein official acts of the Oregon State Highway Commission are recorded.

IN WITNESS WHEREOF, I hereunto set my hand and official seal of the Oregon State Highway Commission this 6th day of September, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

14c

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE MOLALLA PAVING PROJECT

PWA DOCKET NO. OREGON 1247-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Clackamas County which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed on Exhibit "A" attached hereto, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Concrete mixer operator (5-bag and over)	$1.20
Concrete mixer operator (4-bag and under)	1.00
Finishing machine operator	0.75
Concrete finisher--master	1.20
Concrete finisher (bull floaters, etc.)	0.90
Joint-dowel-tie bar setters	0.75
Ribbon setter, head	1.00
Ribbon setter, assistant	0.75
Batch weighman	0.75
Vibrator operator	0.75
General labor	0.50
Roller operator	0.75
Blade operator	0.75
Truck driver	0.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

Be It Further Resolved that there be transmitted with this resolution the substantiating data from which the foregoing determination is based.

OREGON STATE HIGHWAY COMMISSION

C
O
P
Y

August 17, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Molalla Section
PWA Docket No. Oregon 1247-F

This will acknowledge receipt of your letter of August 11 with regard to wage rates for the above job.

The work to be done on the project consists principally of laying concrete pavement. So far as we are able to determine, there has been no work of a similar nature carried on in the immediate vicinity of Molalla in the past three years. As we do not know of work of a similar nature in this locality to be used as a guide in determining the prevailing rates, we propose to establish rates for this job comparable to rates used on similar work in the western part of the state.

Pay rolls submitted on concrete paving projects contracted by the State Highway Commission indicate the following rates being paid:

Contractor	Oregon Contracting Company	Parker-Schram Company	Mountain States Construction Company
Contract No.	1952	1916	1936
Job Description	1.05 mile concrete paving	grading, paving, and structures	bridge, concrete piers, 0.85 mile highway roadbed
Location	Columbia River Highway, Multnomah County	East Portland Super Highway, Multnomah County	West Side Pacific Highway, Yamhill County
Job Completed	October, 31, 1937	Oct. 29, 1937	August 1, 1938
Concrete mixer operator (5-bag and over)	$1.20	$1.20	$1.20
Finishing machine operator	1.20	0.75	0.90
Concrete spreaders	0.75		
Cement buck	0.75		
Concrete finisher--master	1.20	1.20	1.20
Concrete finisher	0.90		0.90
Concrete rodder	0.75		
Porcupine roller man	0.75		
Joint-dowel-tie bar setters	0.75	0.75	0.75
Ribbon setter asst.	0.75	0.75	0.75

Ribbon setter head		1.00	
Batch weighman	0.75		
Vibrator operator	0.75		
General labor	0.50	0.50	0.50
	0.56¼	0.60	0.60
	0.60	0.65	
	0.75		
Truck driver	0.75	0.70	0.50
			0.75
Roller operator	0.75	1.00	0.75
Blade operator	0.75	1.20	0.75

We propose to establish the following wage rates to apply to the Molalla job:

Concrete mixer operator (5-bag and over)	$1.20
Concrete mixer operator (4-bag and under)	1.00
Finishing machine operator	.75
Concrete finisher--master	1.20
Concrete finisher (bull floaters, etc.)	.90
Joint-dowel-tie bar setters	.75

Ribbon setter, head	$ 1.00
Ribbon setter, assistant	.75
Batch weighman	.75
Vibrator operator	.75
*General labor	.50
Truck driver	.50
Roller operator	.75
Blade operator	.75

*Covers concrete spreaders, cement bucks, concrete rodders, and all other miscellaneous labor.

In our opinion, the above represents the prevailing rate for each classification listed. We realize that contractors often pay more than the specified rate for an exceptional workman. However, we do not feel that his exceptional case where a contractor has paid more than the rate specified should operate to raise the prevailing rate.

If the foregoing meets with your approval, a resolution will be prepared for the Commission's action.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG TH
dk/

FORM 2-S-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

5

RECEIVED
DEC 9 1938
FOR FILING

103-

August 26, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution prepared for the Commission's action which will affect the adoption of a wage scale for Molalla Paving Project to be constructed as a PWA job. The information contained in this resolution has been gone over with the PWA labor man and he has advised us that it appears satisfactory to them; however, he will not give us a final decision until we forward him the actual resolution. If the resolution meets with your approval, will you please hand it to the Secretary so that he can bring it before the Commission at their next meeting?

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

CAG DK
Attachment

APPROVED
JMDevers
ATTORNEY FOR HWY. COMM

REFERRED
TO Glaisyer
FOR Commission adoption
J. M. DEVERS

M

V. D. Swarts, Secretary-Treasurer

ATwater 2472

Construction and General Laborers' Union

Local Number 320

I. H. C., B. & G. L. U.

PORTLAND, OREGON

Affiliated with
American Federation of Labor
Oregon State Federation of Labor
Columbia River District Council
Central Labor Council
Building Trades Council
Metal Trades Council

1130 S. W. THIRD AVENUE
Madison Building, Room 8

RECEIVED
AUG 29 1938
FOR FILE

RECEIVED
AUG 25 1938
OREGON
STATE HIGHWAY COMMISSION

Const
Projects
[illegible]

August 24, 1938

Mr. R. H. Baldock,
State Highway Engineer,
State Office Building,
Salem, Oregon.

Dear Sir:

It would be appreciated if you would call at our office the next time you are in Portland in order to discuss with us the plans for the proposed pavement widening and also street improvements on Main Street from Lola Avenue to one block west of Cascade Street in Molalla.

This work comes under our jurisdiction and we would like to discuss this matter with you.

Enclosed is a copy of our wage scale for your consideration.

We are located at Room 8, Madison Building, 1130 S. W. Third Avenue, Portland, Oregon. The telephone number is At. 2472.

Very truly yours,

Vernon D. Swarts
V. D. Swarts,
Secretary.

Encl.

NOTED
State Highway Engineer

OFFICE EMPLOYEES
UNION LABEL
L. U. No. 16821

Form 5-9-1 5000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

1013

RECEIVED
AUG 18 1938
FOR FILING

OREGON STATE HIGHWAY COMMISSION

SALEM

August 16, 1938

Mr. C. C. Hockley,
Regional Director (Region No. 7)
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Re: FIN. --ACL:fbm
Ore. 1247-F
Highway Impr.
Molalla
(Clackamas County)

Dear Sir:

I am advised that the Highway Commission contemplates improvement of certain streets through the town of Molalla in Clackamas County and proposes to use state highway funds for such purpose in cooperation with funds made available by the Federal Government, the project being designated Ore. 1247-F.

The Highway Commission is authorized and directed by law to select and designate the streets of cities and towns over which to route traffic entering such cities and towns either over a secondary or primary state highway. I am advised that the streets of Molalla proposed for improvement under said project are streets over which the Highway Commission has elected to route state highway traffic. The Highway Commission is also authorized by law to construct such streets and is required by law to maintain them. It is, therefore, my opinion that the Commission may lawfully use state highway funds for the construction or maintenance of streets proposed for improvement under said project.

Yours very truly,

J. M. DEVERS

JMD:PW

cc G. S. Paxson
H. B. Glaisyer

Form 5-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 16, 1938

Mr. C. C. Hockley,
Regional Director (Region No. 7)
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Re: FIN —ACL:fbm
Ore. 1177-F
Storage Bldg.
Klamath Co.

Dear Sir:

I am advised that the State of Oregon, through its State Highway Commission, contemplates the construction of a storage building at Klamath Falls for the use of the State Highway Department in connection with the discharge of its functions and duties relative to the construction and maintenance of state highways, and that said building is to be constructed in part with state funds and in part with Federal funds, the project being designated as Ore. 1177-F.

The construction of the said building by the State Highway Commission and the use of state highway funds for payment of the same in cooperation with the Federal Government is in my opinion an enterprise in which the Highway Commission may lawfully engage. It is, therefore, my opinion that the Highway Commission will be within its lawful authority if it uses state highway funds for the construction of said building.

Yours very truly,

J. M. DEVERS

JMD:PW

cc G. S. Paxson
H. B. Glaisyer

FORM 5-K-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 16, 1938

Mr. C. C. Hockley,
Regional Director (Region No. 7)
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Re: FIN --ACL: eah
Docket No. Oreg. 1250-F
Highway
Brownsville, Oreg.

Dear Sir:

I am advised that there is under consideration by the State of Oregon, by and through its State Highway Commission, and the Federal Emergency Administration of Public Works, docket No. 1250-F, which involves the construction of the Brownsville Section of the Halsey-Sweet Home Secondary Highway which project is to be paid for with Federal and State funds, and in connection with which project the opinion of the Attorney for the Highway Commission is requested as to the Highway Commission's lawful authority to use state highway funds for such purpose.

The project involves the construction of a secondary state highway and,since under the law of this State secondary state highways are under the jurisdiction and control of the Highway Commission and the Commission is by law vested with authority to use state highway funds for the improvement and maintenance of secondary state highways, it is my opinion that the Highway Commission is quite within its lawful authority with respect to the proposed project and may use state highway funds in cooperation with the Federal Government for the construction of said project.

Yours very truly,

J. M. DEVERS
Attorney

JMD:PW

cc G. S. Paxson
H. B. Glaisyer

FORM S-H-1 2000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

August 16, 1938

Mr. C. C. Hockley,
Regional Director (Region No. 7)
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Re: FIN. —ACL: fbm
Ore. 1172-F
Bridge
Marshfield

Dear Sir:

I am advised that the State of Oregon, through its State Highway Commission, contemplates the construction of a bridge on the Coos River Secondary Highway in Coos County and that it is proposed to construct said bridge and pay for the same with state highway funds and Federal funds, the project to be designated as Ore. 1172-F.

The bridge, as is indicated, is to be constructed on a secondary state highway. The construction and maintenance of secondary state highways is made a duty and obligation of the State Highway Commission and the Commission is authorized by law to use state highway funds for such purpose. It is, therefore, my opinion that the Commission may lawfully use state highway funds for the construction of said bridge and may join with and accept from the Federal Government funds to meet a portion of such cost.

Yours very truly,

J. M. DEVERS

JMD:PK

cc G. S. Paxson
H. B. Glaisyer

FORM S-K-1 3000 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

August 16, 1938

Mr. C. C. Hockley,
Regional Director (Region No. 7)
Federal Emergency Administration
of Public Works,
508 Failing Building,
Portland, Oregon.

Re: FIN --ACL:fbm
Ore. 1245-F
Deschutes Co., Brothers,
Suntex, Harney Co.
Maintenance Buildings

Dear Sir:

I am advised that the State of Oregon, through its State Highway Commission, contemplates the construction of a maintenance building near Brothers in Deschutes County and near Suntex in Harney County, which projects are designated as Ore. 1245-F, and that these projects are to be constructed in part with state highway funds and in part with Federal funds.

My opinion has been requested relative to the authority of the State Highway Commission to use state highway funds for the construction of the above projects. It is my opinion that the Highway Commission has lawful authority to so use state highway funds. These structures are to be located on a state highway and are to be used in connection with the maintenance of such highway. Since the Highway Commission is charged with the duty of maintaining state highways and is authorized to use state highway funds for such purpose, it is my opinion that the Commission has lawful authority to construct said buildings and use state highway funds for such purpose.

Yours very truly,

J. M. DEVERS

JMD:PW

cc G. S. Paxson
H. B. Glaisyer

FORM 2-6-1 1M 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
AUG 13 1938
FOR FILING

RECEIVED
1938
DIVISION

NOTED
C. B. McCullough

August 13 1938

Mr R H Baldock
State Highway Engineer
Salem Oregon

Attention Mr S H Probert

Molalla Project

Dear Sir:

In compliance with your recent request, I have investigated again the detours at Molalla. As shown on attached print there are no suitable detours for use after Sept 22 except two blocks from Molalla Ave to Sweigle Ave. There is a possible detour by going south on Hart Ave 0.4 mile, east two blocks on rather poor gravel and north 0.4 mile but I suggest provisions for traffic remain unchanged.

There is a new concrete drive opposite Center St which I have marked on print and which should be shown as OK to be left in place. The area is small and estimate need not be changed.

Suggest completion date Nov 30 1938.

Please change first part of 4th paragraph on page 10 to read "The removal of existing wooden headers, concrete crosswalks and gutters, oiled surfacing and any shattered corners of pavement occuring within areas to be paved—etc"

This is a small job and I suggest we omit Vibration on page 15 all of PP 2 on page 17 and Autoclave on page 21.

Respectfully

Division Engineer

MG EAC

RECEIVED
SEP 13 19
FOR FILING
103-1013

Const
Project
WPA

FORM 3-S-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 12, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Molalla Section
Docket No. Oregon 1247-F

Dear Sir:

Attached find three certified copies of the minutes of the Oregon State Highway Commission relating to the acceptance of the offer for grant to aid in financing the Molalla Section of the Woodburn-Mt. Hood Loop Secondary Highway.

We trust you will find these in the proper order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Attached
cc: H. B. Glaisyer ✓

RECEIVED
SEP 1[redacted]8
FOR FILING

P. W. 82396-55

CONFORMED TO
EXECUTED ORIGINAL
Legal Division, P. W. A.
Checked Dunn Date AUG 3 1938

FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

Washington, D. C.,

Dated: AUG 5 1938

Docket No. Oreg. 1247-F

State Highway Commission
of the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of highway improvements on Woodburn-Mt. Hood Loop Secondary Highway at Molalla (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $6,462.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 10 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

(Sgd.) E. W. Clark

By ______________________
For the Assistant Administrator

RECEIVED
AUG [illegible]
Regional Director
P. W. A.

#2

123-1213

#3

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, C. B. McCullough, Assistant State Highway Engineer of the State of Oregon, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF HIGHWAY IMPROVEMENTS ON THE WOODBURN-MT. HOOD LOOP SECONDARY HIGHWAY AT MOLALLA IN CLACKAMAS COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR", as the same appears in the minutes of August 9, 1938, entered in Volume 23 of the minute book, wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on August 9, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, same having been scheduled by the Commission at its meeting held on June 30, 1938.

IN WITNESS WHEREOF I have hereunto set my hand this tenth day of August, 1938.

Assistant State Highway Engineer

Klamath Falls, Oregon, August 9, 1938

The State Highway Commission met in the City Council Chambers of the Klamath Falls City Hall at 9:00 o'clock a. m., in accordance with formal notification sent to the Mayor of Klamath Falls on July 7, 1938, for the purpose of securing expressions from the people of Klamath Falls with respect to the rerouting of The Dalles-California Highway within said city. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
J. M. Devers, Attorney
M. B. Glaisyer, Secretary

[illegible] of Cabell [illegible]

* * * * *

The Commission also had under consideration the matter of accepting the offer of the United States of America to aid in financing the construction of highway improvements on the Woodburn-Mt. Hood Loop Secondary Highway at Molalla, in Clackamas County, and the acquisition of necessary lands and rights of way therefor. After discussion, the Commission accepted the said offer and, by affirmative vote of each of the Commissioners present, adopted the following resolution in regard thereto:

Gov. 2

Copy resol.

#2

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF HIGHWAY IMPROVEMENTS ON THE WOODBURN-MT. HOOD LOOP SECONDARY HIGHWAY AT MOLALLA IN CLACKAMAS COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of highway improvements on the Woodburn-Mt. Hood Loop Secondary Highway at Molalla in Clackamas County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 82396-56

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Aug 5 1938
Docket No. Oreg. 1247-F

"State Highway Commission
of the State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of highway improvements on Woodburn-Mt. Hood Loop Secondary Highway at Molalla (herein called the "Project") by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $6,462.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 10 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

(Sgd.) E. W. Clark

By ______________________
For the Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than ten weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within five months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

As Commissioner

As Commissioner

RECEIVED
JUL 26 1938
FOR FILING
Const.
Project
Municipal

July 25, 1938

Mr. Fred Damm
City Recorder
Molalla, Oregon

Dear Mr. Damm:

We refer to your letter of July 18th, concerning the proposed paving project on Main Street in Molalla.

Application for this project has been in the hands of the federal officials for several weeks and we are expecting to be advised of its approval any day. It is believed that all details will be cleared so that bids for the project can be received at a letting scheduled to be held on September 22nd.

We regret that it has not been possible to get the project underway earlier.

Very truly yours,

State Highway Engineer

COUNCIL
J. B. PETERKIN
FIRE AND WATER
W. S. ECHERD
POLICE
C. H. ALBRIGHT
FINANCE

THE CITY OF MOLALLA
STATE OF OREGON
DR. E. R. TODD, MAYOR
E. R. WALLACE, TREASURER
FRED DAMM, RECORDER

COUNCIL
R. W. DAVIDSON
HEALTH
J. E. STOARS
STREET
W. I. HORTON
PUBLIC PROPERTY

Molalla Oregon
July 18 1938.

Mr.R.H.Baldock
Salem Oregon.

Dear Mr.Baldock:

We have written you several times regarding the improvement of Main Street here in our City.
We have a letter from you under date of May 5 1938 stating that P.W.A. funds were now available for this project,and that you were pressing the matter with P.W.A.officials as rapidly as possible.It has now been over 60 days since the date of this letter and we are wondering what progress is being made in regard to this work.We are very desirious having this work completed as soon as possible as we have other work pending upon the completion of this project.
Would you kindly advise us what is being done in regard to this matter.
Thanking you we are

Very truly yours
City of Molalla
By Fred Damm
Fred Damm
Recorder.

FORM 5-3-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUN 20 1938
OREGON
STATE HIGHWAY COMMISSION

H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

Const.
[illegible]
[illegible]

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
June 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Herewith location profile and plan on cloth for the additional block of paving to be placed in Molalla between Cascade St. and Hart Avenue.

Herewith is an estimate covering net quantities for this additional block, together with computations of the quantities. Special Provisions were sent in and the job all worked up for letting about two months ago.

Should you desire any additional information in order to complete plans for Molalla, please advise at your early convenience. Please send me a blueprint of this tracing.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

NOTED
State Highway Engineer

FORM 5-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 1st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

The decision has been made to include the extra block in the City of Molalla at such time as the project is contracted. An attempt is being made to acquire W.P.A. funds.

You may submit the data for the inclusion of the additional block in the plans and specifications.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-S-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
May 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
State Highway Engineer

Dear Sir:

In compliance with your letter of May 2nd, I inspected the City of Molalla Saturday afternoon and find that a lumber yard and building supply building has been constructed in the next block to the west from the west end of our proposed paving. I saw no other signs of building in the City. The people who built this lumber yard went to the Salem office two weeks or so ago, asking for additional pavement through their block.

I cannot see that the town is building very rapidly westward, but the construction of another block of pavement will undoubtedly be of benefit to the town and, in particular, to the people whose business abuts this next block. On the south side there is only this new building supply place with probably a 100 ft. frontage and on the north side there is an old store building in which is a farmers' exchange or second-hand store.

If $10,000 only is available, the section planned for pavement would still be the logical selection. If any more money is available, another block to the west of pavement would be desirable.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

May 5, 1938

Mr. Fred Damm, Recorder
Molalla, Oregon

Dear Mr. Damm:

In response to your communication of April 29, making inquiry regarding the improvement of Main Street in Molalla, advise that we withdrew the job to make an extension of one block.

Since that time the P.W.A. funds are now available and we have made application to do this work as a P.W.A. project which will save approximately half of the investment of purely state funds. I am sure that the Commission will be willing to do the work with its own funds if the P.W.A. funds cannot be secured. However, it will mean a delay which cannot be avoided under those circumstances.

We are pressing the matter with the P.W.A. officials as rapidly as possible.

Very truly yours,

State Highway Engineer

RHB:HI

COUNCIL
J. D. PETERKIN
FIRE AND WATER
W. S. ECHERD
POLICE
C. H. ALBRIGHT
FINANCE

THE CITY OF MOLALLA

STATE OF OREGON

DR. E. R. TODD, MAYOR

E. R. WALLACE, TREASURER

FRED DAMM, RECORDER

COUNCIL
DAVIDSON
HEALTH
J. E.
STREET
PUBLIC PROPERTY

RECEIVED
APR 30 1938
OREGON
STATE HIGHWAY COMMISSION

Molalla Oregom
April 29 I938

Mr.R.H.Baldock
Salem Oregon.

Dear Mr.Baldock: RE:Secondary Highway # I6I.

Your letter of April 6,stating that the State was prepared to start a progect for the improvement of Main St.in the City of Molalla from the West line of Cascade St. to the East line of Lola Ave.and that bids were to be received on April 28.Also 6 copies of resolution forms relative to ~~relative~~ to encroachments upon right of way and traffic regulations were received with request for execution which was performed and returned on April I4th. Thru the channels of the daily press we have failed to note where these particular bids were let.The City Council of the City of Molalla is at a loss to understand why these bids were not let. Any information you might give us in regard to this matter will be greatly appreciated.

Yours very truly
City of Molalla
By Fred Damm
Fred Damm
Recorder.

Telebinocular

FORM [illegible]-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

May 2nd, 1938

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Westherly Bldg.
Portland, Oregon

Dear Sir:

You may submit the revised plans for the additional block in the City of Molalla, but before doing so, please give me your opinion as to the necessity for this increase in the job. The proponents represented that the town was building very rapidly westward and the pavement was badly needed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
C onstruction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-8-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
April 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED

Attention: H. G. Smith

Dear Sir:

In compliance with your recently phoned request, I have had Mr. A. B. Dean prepare an estimate for widening the pavement on one more block to the west in Molalla, Hart Avenue to Cascade Street. This will involve 1050 sq. yds. of pavement and he estimates the total cost at $2560, including 10% for contingencies and engineering.

Should decision be made to add this block and put on the project, please advise and I can give you complete data necessary to revise plans in short order.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock

FORM 5-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. [illegible], JACKSONVILLE
[illegible] GLAISHER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

RECEIVED
APR 4 1938
FOR FILING

605 Weatherly Bldg.
March 28, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: V. G. O'Neil

Dear Sir:

I have received Mr. Low's letter of March 25th asking for additional information on the Molalla Section and will answer as follows:

(1) a. Position of longitudinal expansion and contraction joints shown on blueprint returned herewith. Expansion joints shown in solid red. Contraction joints in dotted red. Longitudinal contraction joints are not included in estimate as they are not pay quantities; according to standard specifications. The only longitudinal expansion joints are those to be placed around all curb returns.

b. Expansion joints are all to be 3/4" x 7" and contraction joints are to have 1/4" x 2" expansion material. Dowels are to be spaced 12" on expansion joints and 18" on contraction joints.

c. Spacing of joints on existing pavement is 30 ft. and most of the panels have one transverse crack. We will attempt to place the new expansion and contraction joints opposite existing joints. Thickness of existing concrete pavement is 7" and it is in fairly good condition and we do not plan to resurface.

(2) Types of improvements on side streets are indicated on blueprint. Limits of existing pavement on Molalla Avenue and Sweigle are marked in yellow.

(3) The 6" sewer line is a lateral 600 ft. long. There is a 12" sewer crossing at Berkley and going west about one block south. The 6" size has handled drainage satisfacorily so far and we do not plan any change in it, as no increased drainage will result from our paving. The Mayor told Mr. Dean that the city would take care of all drainage problems and water pipes.

(4) To the best of our knowledge there will be no interference with existing water pipes, as we are only excavating 9" or so deep and the water pipes are supposed to be several feet deep.

(5) Calculations to support the estimate of quantities, including cross-walk removal, herewith; also revised estimate. Please discard the estimate sent previously.

(6) Inlets may be adjusted as Extra Work. However, the adjustment is very simple and I think the paragraph "Adjustment of Inlets", submitted March 12th, will provide the contractors with sufficient information to bid and no difficulty would arise during construction.

(7) Disposition of excavation was covered in Special Provisions, but if there is a serious objection to the paragraph and method of payment set forth therein, you may provide an extreme limit of one mile and include the haul cost in price bid for excavation. It was my intention to include haul cost up to one-half mile in excavation, and if some extra good gravel became available, we might haul it along the highway two or three miles in either direction.

(8) We will not require any crushed gravel for shaping base or approach roads.

(9) Bridging of freshly-laid concrete pavement to give access to streets and business property would not be required. The service station at Molalla can service from Molalla Avenue. There are cross streets, back of Main St., which would be available during the summer season. If work was started during May, it might be necessary to place planks over the pavement after two or three days to let traffic off at some of the side streets and into private garages. We have generally found most of the residents along the road can make other arrangements for a garage for a few days. I intend to open this pavement along the sides in ten days.

(10) If the job is let April 28th, completion date of August 31st should be set. The Rodeo will probably be held the first week in September. If bids are not opened until June 2nd, I doubt if the work would be completed by August 31st and recommend completion date of September 30th, as shown in the Special Provisions.

(11) The few new concrete driveways will be integral with the new pavement and paid for at the same rate and will be of the same thickness.

(12) Plan has been checked. No corrections. Concrete sidewalks to be removed have been indicated in orange.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

ENGINEER'S ESTIMATE

MOLALLA PROJECT ON WOODBURN-MT. HOOD SECONDARY HIGHWAY
STATION 680+85 to STATION 696+08
VARIABLE WIDTH CONCRETE PAVEMENT WIDENING

by
E. A. Collier
March 28, 1938

* * * * * *

Excavation Single Class, including haul	1100	cu. yd. @	.75	$ 825.00
Portland Cement Concrete Pavement	4200	sq. yd. @	1.90	7,980.00
Sand Cushion	60	cu. yd. @	1.50	90.00
Expansion Joints	860	lin. ft.@	.15	129.00
Contraction Joints	2000	lin. ft.@	.05	100.00
Dowels	1700	each @	.15	255.00
Tie Bars	300	lbs. @	.05	15.00
Adjusting Inlets	5	inlets @	5.00	25.00
				$9,419.00
Plus 10% for Engineering and Contingencies				981.00
GRAND TOTAL				$10,400.00

FORM F-A-1 10M 11-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

March 25th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. A. Collier
Division Engineer
State Highway Dept.
605 Weatherly Bldg.
Portland, Oregon

Dear Sir:

In writing up the Special Provisions for the Molalla Section, Mr. O'Neill has requested the following information:

1. (a) Show position of all longitudinal expansion and contraction joints to be placed.

(b) Show sizes of expansion joints and type of longitudinal joints.

(c) What is the spacing of joints on the present pavement and should joints on the widening be the same? Also, give thickness and condition of present pavement.

2. Show types of present improvements on side streets. Also, limits of existing pavement on Molalla Avenue and Sweigle Avenue.

3. The map indicates a 6-inch sewer line which will be under the new pavement. Will this be of sufficient capacity to carry the run-off?

4. Will there be any interference with existing water pipes?

5. Furnish calculations to support estimate of quantities, including crosswalk removal.

6. Will it be O.K. to adjust inlets as extra work? Otherwise typical plans will be required.

7. Could we give extreme limits of haul on excavation material and include the haul cost in price bid for excavation? If so, what limit?

8. Is there any possibility of crushed gravel being required for shaping base, approach roads etc.?

9. Will bridging of new pavement be required to give access to residents and business properties?

10. Should the completion date precede that of the rodeo? What date?

11. Are new concrete driveways to be integral with new pavement?

12. Check plan sheet and note any corrections desired.

For your use in answering the above questions, we are sending you, under separate cover, a blue print of Federal Aid Sheet on this job and also blue print of plan and profile which was submitted by your office.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM-8-8-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
PORTLAND, OREGON

605 Weatherly Bldg.
March 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

On the tentative schedule for contract lettings I note the Molalla Section set for June 2nd. On May 15, 1937 I sent you plans for this street improvement, but did not write Special Provisions.

Attached hereto you will find Special Provisions for this project, together with an Engineer's Estimate, in which I have left out two small items previously shown: "Removal of Old Concrete Cross-walks", which I have included in "Excavation Single Class", and "Wood Header Blocks", which I have omitted as not essential.

I suggest this project be let April 28, if possible, in order that it may be completed as early in the season as possible, thereby avoiding heavier traffic and the possibility of conflict with the Molalla Rodeo.

No right of way is to be acquired. Plans and specifications have been prepared. No approval by the B.P.R. is required, as this is a state project.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC R. H. Baldock
Encl.

ENGINEER'S ESTIMATE

MOLALLA PROJECT ON WOODBURN-MT. HOOD SECONDARY HIGHWAY
STATION 680+85 to STATION 696+08
VARIABLE WIDTH CONCRETE PAVEMENT WIDENING

by
E. A. Collier
March 12, 1938

* * * * * *

Excavation Single Class, including haul	1100	cu. yd. @	.75	$ 825.00
Portland Cement Concrete Pavement	4200	sq. yd. @	1.90	7,890.00
Sand Cushion	60	cu. yd. @	1.50	90.00
Expansion Joints	860	lin. ft. @	.15	129.00
Contraction Joints	1700	lin. ft. @	.05	85.00
Dowels	1800	each @	.15	270.00
Tie Bars	300	lbs. @	.05	15.00
Adjusting Inlets	5	inlets	@5.00	25.00
				$9,419.00
Plus 10% for Engineering and Contingencies				981.00
			GRAND TOTAL	$10,400.00

SPECIAL PROVISIONS March 12, 1938

Molalla Paving

TIME AND PLACE OF RECEIVING BIDS

June 2, 1938 Portland

DESCRIPTION OF WORK

The work for which bids are to be received, and the work to be done under the contract, if awarded, consists of the widening with Portland cement concrete pavement of the existing pavement on Main St. in the town of Molalla on the Woodburn-Mt. Hood Highway in Clackamas County.

The west end of the project is at Sta. 680+85, which station is at the west side of Cascade St. on Maint St. The east end of the project is at Sta. 696+08, which station is at the east side of Lola Avenue on Main St. The total length of the project is 1523 ft. and the area of new pavement required is approximately 4200 sq. yds.

CLASS OF PROJECT

State

DATE OF COMPLETION

Sept. 30, 1938

EARTHWORK

Standard Specifications to Apply:

Classification:

Single classification. Shall include excavation of gravel, oil surface, and about 40 sq. yd. of old concrete crosswalk, but no concrete pavement.

Disposition of Excavation:

The excavation shall be loaded, hauled to, and spread at such locations along the highway or on city streets as the Engineer may order. If any excavation is required to be hauled more than one-half mile, the contractor will be paid for such hauling in excess of one-half mile at 15 cents per yard mile.

Measurement and Payment:

The pay item for all earthwork will be Excavation Single Class.

PORTLAND CEMENT CONCRETE PAVEMENT

Work to Be Done:

Under this specification, the contractor shall construct a standard Portland cement concrete pavement between the edges of the existing pavement and the existing curbs.

Standard Specifications to Apply:

[illegible]

Fine Aggregate:

Preparation of Subgrade:

The subgrade for the concrete pavement shall be prepared in accordance with the standard specification for "Preparation of Subgrade for Concrete Pavement", as given in Sec. 24. The edges of the existing pavement and curbs shall be thoroughly cleaned. All excavation in connection with the preparation of subgrade shall be considered a part of the grading work and will be paid for as Excavation Single Class.

[illegible]

Payment for the preparing of the subgrade as specified shall be understood to be included in the price bid for pavement and no separate or additional payment will be made for any part of it.

Sand Cushion:

Expansion Joints:

Contraction Joints:

Pouring of Joints:

Dowel Bars:

Strike-off and Consolidation:

Hand methods, as described in the standard specifications, may be used in striking off and consolidating the concrete.

Delayed Finish Required:

Construction of Pavement in Strips:

All of the pavement along one side of the existing pavement shall be placed cured and open to traffic before excavation is started along the other side of the pavement.

Time of Curing:

The pavement shall be opened to traffic 14 days after placing.

Surface Smoothness:

Deviations from plane surface shall not exceed 0.1 inch. in 10 feet.

Measure and Payment:

JOINT FILLER MATERIAL

SAND CUSION

ADJUSTMENT OF INLETS

The existing inlets shall be adjusted in elevation to fit the new pavement. Existing grates and frames shall be installed in new concrete at the proper elevation. Payment for this work shall be made at the price bid each for adjusting inlets.

MISCELLANEOUS PROVISIONS

Provisions for Traffic:

It is understood by the contractor that the work to be done under this contract is to be performed without at any time closing the highway to two-way traffic.

The contractor shall provide flagmen, barricades, lights and direction signs wherever and whenever they may be needed to safeguard traffic or to protect the work or the workmen from injury.

All paved portions of roadway shall be kept clean and free from dirt and gravel.

CONTRACT# 2108

9-2006 Suntex Jct. & Brothers Bldgs., 1938
Central Oregon Hwy.

2108

OFFICE COPY

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the portion of the minutes of the Oregon State Highway Commission relating to the acceptance by the Commission of Contract No. 2108, with Henry C. Nelson, for construction of maintenance buildings at Suntex Junction and Brothers, in Deschutes and Harney Counties, as the same appears in the minutes of June 6, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also certify that the meeting of the Commission on June 6, 1939, was a regular meeting, having been scheduled at the meeting of May 19, 1939, and that all Commissioners had due notice of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 16th day of June, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

OFFICE COPY

Portland, Oregon, June 6, 1939

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building, Portland, Oregon. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Huron W. Clough, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * * * *

The Engineer reported that Contracts Nos. 2095, 2108, 2110, 2123, 2125, 2127, 2130, 2136, 2138, 2143, 2146, 2156, and 2162, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are ready for acceptance. The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and said jobs are now ready for acceptance:
>
> * * * * * * * * *
>
> Contract No. 2108, with Henry C. Nelson, for construction of maintenance buildings at Suntex Junction and Brothers, in Deschutes and Harney Counties. Completed May 12, 1939.
>
> * * * * * * * * *
>
> THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

* * * * * * * * *

OFFICE COPY

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the portion of the minutes of the Oregon State Highway Commission relating to the request of Contractor Henry C. Nelson for an extension of time on his contract for the construction of maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Harney and Deschutes Counties, as the same appears in the minutes of April 7, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also certify that the meeting of the Commission on April 7, 1939, was a regular meeting, having been scheduled at the meeting of March 3, 1939, and that all Commissioners had due notice of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 16th day of June, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

OFFICE COPY

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the portion of the minutes of the Oregon State Highway Commission relating to the request of Contractor Henry C. Nelson for an extension of time on his contract for the construction of maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Harney and Deschutes Counties, as the same appears in the minutes of April 7, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also certify that the meeting of the Commission on April 7, 1939, was a regular meeting, having been scheduled at the meeting of March 3, 1939, and that all Commissioners had due notice of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 16th day of June, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

#2108

OFFICE COPY

Portland, Oregon, April 7, 1939

The State Highway Commission reconvened at 9:00 o'clock a. m. in the auditorium of the Public Service Building with all Commissioners, the State Highway Engineer, the Attorney and the Secretary present.

* * * * * * * * * * * * * * * *

The Commission had under discussion a letter from Contractor Henry C. Nelson requesting an extension of time of 86 days, from February 16 to May 13, 1939, within which to complete his contract for the construction of maintenance buildings at Suntex Junction and Brothers on the Central Oregon Highway, in Harney and Deschutes Counties. He attributed his failure to complete the project within the specified time limit to bad weather conditions and the performance of extra work in connection with this job. The Engineer advised that the reasons given by Mr. Nelson for failure to complete this project on time are correct. He recommended, in view of the circumstances, that the extension requested be granted without penalty and submitted in support thereof a letter from the Acting Regional Director of the Public Works Administration concurring therein. The Commission approved the recommendation by unanimous vote.

* * * * * * * * * * * * * * * *

RECEIVED
JUL 3 1939
FOR FILING

#2108

July 3, 1939

Indemnity Insurance Company of North America,
Lumbermens Insurance Agency, Agents,
Bend, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2108, for the construction of buildings at Suntex Junction and Brothers for dwellings and maintenance purposes, on the Central Oregon Highway in Deschutes and Harney Counties, has been completed by the contractor, Henry C. Nelson, and that final settlement will be made by the State with said contractor for work done under said contract on or after July 18, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon youhas you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $57,422.26, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 2-S-1 5M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

JUL

1-2006

May 15, 1939

Mr. H. B. Glaisyer
Secretary
OFFICE

Dear Sir:

This is to advise you that Henry C. Nelson has completed his work on Contract 2108, Suntex Junction- Brothers Buildings, on May 12, 1939.

Will you please secure authority from the Commission for us to pay the final estimate on this job.

Very truly yours,

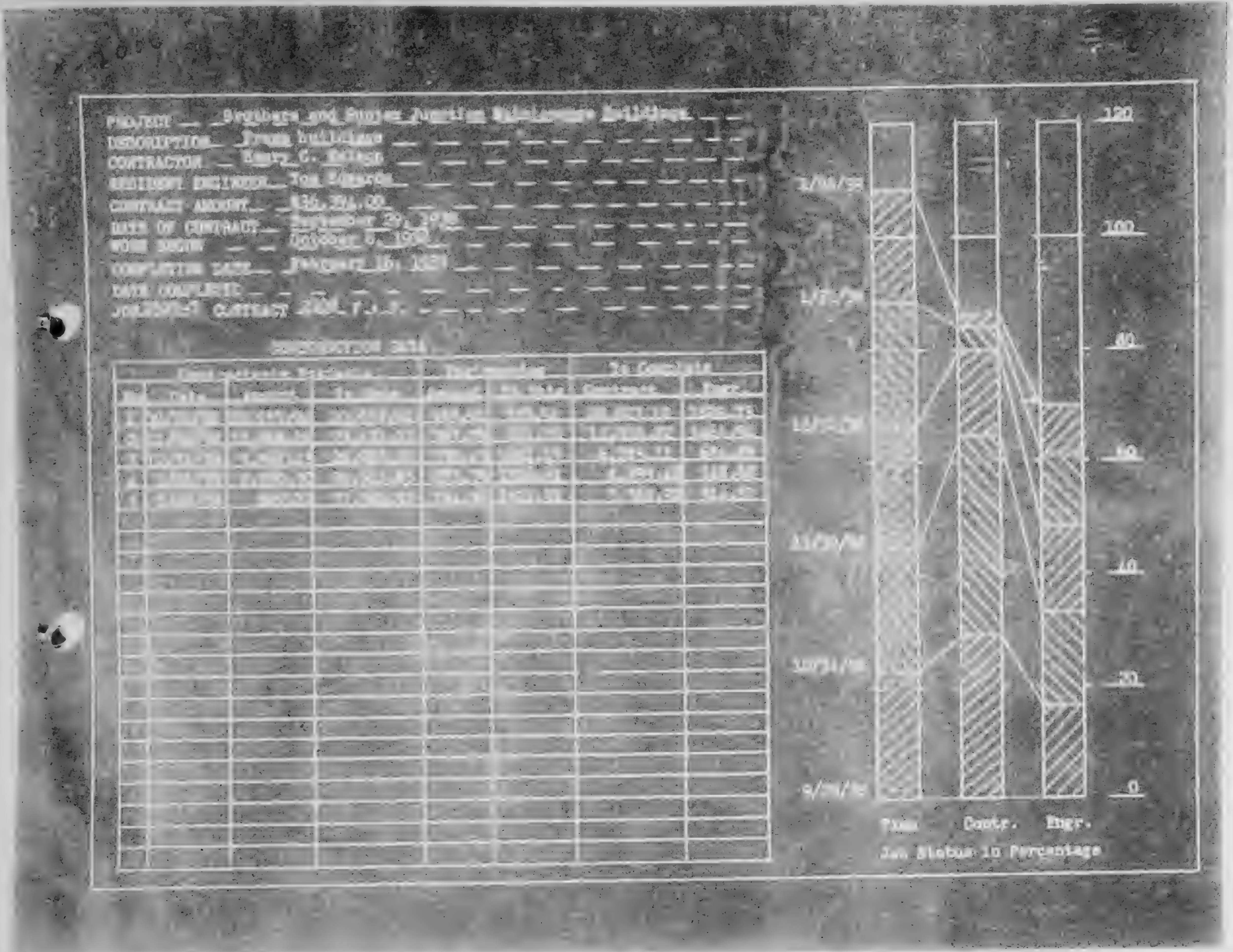
G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

CAG:kr

APPROVED BY HIGHWAY COMMISSION
DATE June 6, 1939
Secretary



PROJECT — [illegible] Junction [illegible] Buildings
DESCRIPTION — Frame buildings
CONTRACTOR — Henry C. [illegible]
RESIDENT ENGINEER — Tom Edwards
CONTRACT AMOUNT — $36,394.00
DATE OF CONTRACT — September 29, 1938
WORK BEGUN — October 6, 1938
COMPLETION DATE — January 10, 1939
DATE COMPLETED —
[illegible] CONTRACT [illegible]

CONSTRUCTION DATA

120
100
80
60
40
20
0
Time
Contr.
Engr.
Job Status in Percentage

FORM B-2-1 1500 10-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2006

April 4, 1939

Mr. H. B. Glaisyer
Secretary
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

Herewith application for an extension of time on the contract for the Brothers and Suntex Maintenance Buildings. This is in the amount of eighty-six days and extends to May 13, 1939. Additional time is made necessary because of inclement weather and of additional work over and above that in the original contract.

This is accompanied by the consent of the Public Works Administration. It is recommended that the extension be granted without penalty.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc R. H. Baldock ✓

FORM 5-B-1 2500 4-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISTER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 22 19
STATE HIGHWAY COMMISSION

9-2006

March 21st
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. J. M. Bishop

Dear Sir:

In response to your tracer of March 13th requesting a reply to your letter of December 21, 1938, relative to fencing and seeding of the property at the Brothers and Suntex Maintenance patrol headquarther we are enclosing an extra copy of Price Agreement #3 covering the item of fencing, which at the present time has been installed.

Resident Engineer Edwards advises that Price Agreement #5 covering the seeding of this property will be submitted within the next two days.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

Encl.

RECEIVED
JAN 24 1939
FOR FILING

57

1-2026

I, H. B. Glaisyer, the duly elected, qualified, and acting Secretary of the Highway Commission of the State of Oregon, do hereby certify that the attached copy of the extracts of the minutes of a regular meeting of the Highway Commission of the State of Oregon held on the 20th day of December, 1938, is a true, correct, and compared copy of the original minutes of said meeting on file and of record, and I do further certify that the copy of the Resolution appearing in such minutes, entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR," is a true, correct, and compared copy of the original Resolution adopted at said meeting, which Resolution is on file and of record.

WITNESS my hand and the seal of the said Oregon State Highway Commission this 29th day of December, 1938.

H B Glaisyer
H. B. Glaisyer
Secretary

(SEAL)

Portland, Oregon, December 20, 1938

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
C. B. McCullough, Assistant State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * *

The Commission had under consideration the revised offer of the United States of America to contribute P.W.A. funds to aid in financing the construction of buildings at Suntex Junction and Brothers.

After discussion of the offer of the United States of America to aid by way of grant in financing the construction of the Suntex Junction and Brothers buildings, the following resolution, entitled "A Resolution Accepting the Offer of the United States to the State Highway Commission of the State of Oregon to Aid by Way of Grant in Financing the Construction of State Highway Buildings (Three Units at Brothers in Deschutes County and Three Units at Suntex in Harney County) and the Acquisition of Necessary Lands and Rights of Way Therefor," was proposed by Commissioner Tou Velle and read in full:

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR. /50

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the state highway buildings (three units at Brothers in Deschutes County and three units at Suntex in Harney County) and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 86013-45

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

Washington, D. C.,
Dated: Dec 8 1938
Docket No. Oreg. 1245-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of state highway buildings (three units at Brothers, Deschutes County, and three units at Suntex, Harney County), including the acquisition of necessary land (all herein called the "Project"), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $18,000.

"2. By acceptance of this Offer the Applicant covenants to complete the Project with all practicable dispatch, and in any event by March 6, 1939.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder. /5\

"4. The acceptance of this Offer by the Applicant shall effectuate a cancellation of the contract created by the acceptance of the Offer dated July 19, 1938, made by the United States of America to the Applicant: Provided, that the cancellation of such contract shall not impair or vitiate any acts performed or proceedings taken thereunder prior to such cancellation, but such acts or proceedings may be continued under the contract created by the acceptance of this Offer.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all Terms and Conditions relating to such grant, a copy of which Terms and Conditions were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this Offer; and to complete the work with all practicable dispatch, and in any event by March 6, 1939.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon, be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this

Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

[illegible]

The resolution was duly seconded by Commissioner Aldrich and was adopted with the following voting "Yes":

Chairman Henry F. Cabell
Commissioner E. B. Aldrich
Commissioner F. L. Tou Velle

The Chairman thereupon declared said resolution carried.

FORM 5-2-1 3900 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

G. B. PAXSON

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

DEC 20 1938
STATE HIGHWAY COMMISSION

December 19th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. J. N. Bishop

Dear Sir:

Herewith a copy of a letter signed by Tom Edwards, Resident Engineer on the Suntex and Brothers' maintenance quarters. Copy of this letter was sent to M. Stephenson, Construction Bridge Engineer.

The situation at these quarters is as setforth in Mr. Edward's letter and unquestionably the fencing should be done by someone. I would recommend a certain amount of seeding at the quarters. If possible, this expense should be included in the construction of the quarters and therefore become a P.W.A. charge. If this is not done, it will undoubtedly become a maintenance charge or betterment charge.

With your permission I will send in an order to take care of this matter.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓
Mr. M. Stephenson, Construction Bridge Engineer
Tom Edwards

FORM 2-S-1 6M 8-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

(5j)

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
FEB 8 1939
FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

December 14, 1938

9-200k

RECEIVED
DEC 15 1938
LEGAL DEPT

Mr. J. M. Devers
Attorney
State Highway Commission
Office

Dear Sir:

Attached find a resolution prepared for the Commission's action which will effect the acceptance of the revised offer on the Suntex Junction and Brothers buildings now under contract to Henry C. Nelson.

By acceptance of this offer, the existing offer under which the contract was let is cancelled, and this one comes into effect. The new offer increases the PWA grant from $14,310.00 to $18,000.00.

If this resolution meets with your approval, will you please hand it to the Secretary so he can bring it before the Commission at its next meeting.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves
W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

CAG:TH
Att.
cc: H. B. Glaisyer

APPROVED
J M Devers

M

RECEIVED
NOV 1 1938
FOR FILING

9-2cct

October 31, 1938

Mr. Henry C. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2108 which was awarded to you on September 29, 1938, for construction of the Suntex Junction and Brothers Maintenance Stations at Suntex and Brothers, in Harney and Deschutes Counties. This copy is for your records and files.

Very truly yours,

Secretary

JMcF:AM

1217-A

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

RECEIVED
OCT 11 193
FOR FILING

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

CHECK	
ACCT'G INFMN.	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

59 - 3 - 6

File

SALEM OREGON OCTOBER 10 1938

WARD H COBLE
LUMBERMENS INSURANCE AGENCY
BEND OREGON

INSURANCE COMMISSION ADVISE YOUR POWER OF ATTORNEY NOW ON FILE STOP

RETURN NELSON CONTRACTS THIS OFFICE FOR FURTHER HANDLING

H B GLAISYER
SECRETARY

COLLECT

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Sexton Company, the General Agent of the Company for the State of Oregon. We believe, therefore, that the bond is properly executed and would request that you wire us collect Monday confirming your satisfaction with the execution of the bond, or stating that you cannot confirm the same, in which case we will send the bond to Portland to be executed by the Charles [illegible]. Sexton Company.

The error may be because you are using the name Ward H. C[illegible]ble whereas, the proper name is Ward H. Coble.

Yours very truly

LUMBERMENS INSURANCE AGENCY
Ward H. Coble
Ward H. Coble

WHC/M

MEMBER OF THE NATIONAL ASSOCIATION OF INSURANCE AGENTS

FRANK R PRINCE, PRESIDENT
WARD H. COBLE, VICE-PRESIDENT & MANAGER
HELEN McCABE, SECRETARY & TREASURER

LUMBERMENS
INSURANCE AGENCY
INCORPORATED
ESTABLISHED 1914

BEND, OREGON

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

October 8th
1938

Mr. H.B. Glaisyer
Secretary
Oregon State Highway Commission
Salem, Oregon

Re: Contract bond Henry C. Nelson

Dear Sir:

Mr. Nelson has turned over to us your letter addressed to him under date of October 7th in which you state that the bond is not sufficient, inasmuch as it is not signed by an individual who is authorized to sign as Attorney-in-fact for the Indemnity Insurance Company of North America.

We believe that some mistake has occurred in checking up our authority and to confirm the same, we are enclosing to be retained in your records, a Power of Attorney from the company for this purpose. Copy of this Power of Attorney has been recorded with the County Clerk of Deschutes County, Oregon, and the bond was executed in Bend in Deschutes County, under instructions of Charles W Sexton Company, the general agent of the company for the State of Oregon. We believe, therefore, that the bond is properly executed and would request that you wire us collect Monday confirming your satisfaction with the execution of the bond, or stating that you cannot confirm the same, in which case we will send the bonds to Portland to be executed by the Charles W. Sexton Company.

The error may be because you are using the name Ward H. Cable whereas, the proper name is Ward H. Coble.

Yours very truly

LUMBERMENS INSURANCE AGENCY

Ward H. Coble

WHC/M

MEMBER OF THE NATIONAL ASSOCIATION OF INSURANCE AGENTS

POWER OF ATTORNEY

INDEMNITY INSURANCE COMPANY

OF NORTH AMERICA

PHILADELPHIA

Know all men by these presents: That the INDEMNITY INSURANCE COMPANY OF NORTH AMERICA, a corporation of the State of Pennsylvania, having its principal office in the City of Philadelphia, Pennsylvania, pursuant to the following By-Law, which was adopted by the Board of Directors of the said Company on July 12, 1920, to wit:

> "Article XII, Section 1.—The President, or any Vice-President, shall have power and authority to appoint resident Vice-Presidents, resident Assistant Secretaries and Attorneys-in-fact and to authorize them to execute on behalf of the Company and attach the Seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof"

does hereby nominate, constitute and appoint [redacted]

its true and lawful agent and attorney -in-fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed any and all bonds and undertakings in penalties not exceeding [redacted] DOLLARS ($[redacted]) each in its business of guaranteeing the fidelity of persons holding places of public or private trust, and in the performance of contracts other than insurance policies, and executing and guaranteeing bonds or other undertakings not exceeding [redacted] DOLLARS ($[redacted]) each as aforesaid, required or permitted in all actions or proceedings or by law required or permitted.

All such bonds and undertakings as aforesaid to be signed for the Company [redacted]

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Philadelphia, State of Pennsylvania, in their own proper persons.

IN WITNESS WHEREOF, the said [redacted], Vice-President, has hereunto subscribed his name and affixed the corporate seal of the said **INDEMNITY INSURANCE COMPANY OF NORTH AMERICA** this [redacted] day of [redacted] 19[redacted].

INDEMNITY INSURANCE COMPANY OF NORTH AMERICA

by ....
Vice-President.

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA } ss.

On this [redacted] day of [redacted], A. D. 19......., before the subscriber, a Notary Public of the State of Pennsylvania, in and for the County of Philadelphia, duly commissioned and qualified, came [redacted], Vice-President of the **INDEMNITY INSURANCE COMPANY OF NORTH AMERICA** to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of the same, and, being by me duly sworn, deposeth and saith, that he is the officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said Company, and the said corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said corporation, and that By-Law, Article XII, Section 1, adopted by the Board of Directors

Know all men by these presents: That the INDEMNITY INSURANCE COMPANY OF NORTH AMERICA, a corporation of the State of Pennsylvania, having its principal office in the City of Philadelphia, Pennsylvania, pursuant to the following By-Law, which was adopted by the Board of Directors of the said Company on July 12, 1920, to wit:

> "Article XII, Section 1.—The President, or any Vice-President, shall have power and authority to appoint resident Vice-Presidents, resident Assistant Secretaries and Attorneys-in-fact and to authorise them to execute on behalf of the Company and attach the Seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof"

does hereby nominate, constitute and appoint [redacted]

its true and lawful agent and attorney -in-fact, to make, execute, seal and deliver for and on its behalf, and as its act and deed any and all bonds and undertakings in penalties not exceeding [redacted] DOLLARS ($[redacted]) each in its business of guaranteeing the fidelity of persons holding places of public or private trust, and in the performance of contracts other than insurance policies, and executing and guaranteeing bonds or other undertakings not exceeding [redacted] DOLLARS ($[redacted]) each as aforesaid, required or permitted in all actions or proceedings or by law required or permitted.

All such bonds and undertakings as aforesaid to be signed for the Company [redacted]

And the execution of such bonds or undertakings in pursuance of these presents, shall be as binding upon said Company, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the Company at its office in Philadelphia, State of Pennsylvania, in their own proper persons.

IN WITNESS WHEREOF, the said [redacted], Vice-President, has hereunto subscribed his name and affixed the corporate seal of the said **INDEMNITY INSURANCE COMPANY OF NORTH AMERICA** this [redacted] day of [redacted] 19[redacted].

INDEMNITY INSURANCE COMPANY OF NORTH AMERICA

by..

Vice-President.

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA } ss.

On this [redacted] day of [redacted], A. D. 19[redacted], before the subscriber, a Notary Public of the State of Pennsylvania, in and for the County of Philadelphia, duly commissioned and qualified, came [redacted], Vice-President of the **INDEMNITY INSURANCE COMPANY OF NORTH AMERICA** to me personally known to be the individual and officer described in, and who executed the preceding instrument, and he acknowledged the execution of the same, and, being by me duly sworn, deposeth and saith, that he is the officer of the Company aforesaid, and that the seal affixed to the preceding instrument is the corporate seal of said Company, and the said corporate seal and his signature as officer were duly affixed and subscribed to the said instrument by the authority and direction of the said corporation, and that By-Law, Article XII, Section 1, adopted by the Board of Directors of said Company, referred to in the preceding instrument, is now in force.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal at the City of Philadelphia, the day and year first above written.

Sunie E Weigand
Notary Public.

Form No. 3
A80—5M—4-9-35

FORM 3-6-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 10 1938
FOR FILING
9-2000

October 8, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Suntex Junction and Brothers
Buildings
PWA Docket No. Oregon 1245-F
Attention: Mr. K. Legg

Dear Sir:

In response to your telephone request of October 7, we are enclosing a certified copy of the prequalification statement submitted by H. C. Nelson, low bidder on the above named project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enclosure
cc: H. B. Glaisyer

RECEIVED OCT 10 1938 FOR FILING

Const Contractors

STATE OF OREGON)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the "Confidential Financial Statement, Equipment Questionnaire, and Experience Questionnaire" of H. C. Nelson is a true and exact copy of the original of the same on file in the office of the Oregon State Highway Commission.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this eighth day of October, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 10 1938
FOR FILING
9-2

October 7, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Suntex Junction and Brothers Buildings
PWA Docket Number Oregon 1245-F

Please consider this as a request for an amendment to our original application for grant to aid in financing the construction of the above-named job. In accordance with R.D. Bulletin 25, we offer the following information in support of our request for an amendment to the application.

A. 1. At its meeting of September 29, 1938, the Highway Commission authorized R. H. Baldock, State Highway Engineer, to present to PWA a request for an amendment to the original application.

a. The description of the project as presented under the original application still stands. There is no change in the items of work originally planned and stated in the original application.

b. The specific change in the application is requested as follows:

(1) Increase the total estimated cost of the project from $31,750.00 as shown in the original application to $40,004.00, the revised estimate of cost.

(2) Increase the grant allotment from $14,310.00 as shown in the original application to $18,002.00, or 45% of the revised estimate of cost to construct the project. (See section A.2. of this letter for a detail of the revised estimate of cost to construct.)

c. Additional funds in the amount of $4,562.00 will be supplied by the Highway Commission from general highway revenues. These funds are available at this time and are on deposit with the Treasurer of the State of Oregon.

A. 2. Estimates of the cost of the project are detailed below. The estimate submitted with the original application was general, as all of the detail in connection with the job had not been developed at that time. In comparing the application estimate with the revised or detail estimate, we do not consider the extra items shown as a change in plan, but as a development of detail. An estimate made by this department after plans and specifications were completed indicates that $38,900 would be a fair and reasonable cost of the work. The low bid submitted (detailed below) substantiates this figure.

Application Estimate
June 6, 1938

Preliminary		-0-
Right of Way		$400.00
Construction:		
Suntex Junction site—2 houses complete with plumbing, wiring, and garages	$6,500.00	
Maintenance building complete	4,250.00	
Water system, well, tank, pump, etc.	2,000.00	
Fencing, landscaping, etc.	750.00	
Brothers site—2 houses complete with plumbing, wiring, and garages	6,500.00	
Maintenance building complete	4,250.00	
Water system complete, well, tank, pump, etc.	3,500.00	
Fencing, landscaping, etc.	750.00	
Contingencies (both sites)	1,140.00	
Total Construction		29,640.00
Engineering		1,710.00
Total of application estimate		$31,750.00

Revised Estimates
(Construction Detail)

		Low Bid Rec'd 9/29/38	
		Unit	Amount
	Suntex Junction		
150 cu.yds.	Excavating & Placing Top Soil Cover	$ .75	$ 112.50
2950 cu.yds.	Excavation, Single Classification	.35	1,032.50
172 cu.yds.	Trench Excavation	1.50	258.00
100 M gals.	Sprinkling	1.50	150.00

42 lin.ft.	12" Culvert Pipe	$1.00	$ 42.00
960 lin.ft.	Woven Wire Fence	.57	547.20
1400 cu.yds.	Gravel Surfacing	.60	840.00
100 cu.yds.	Filler	.50	50.00
42 cu.yds.	Class "A" Concrete	31.00	1,302.00
17 cu.yds.	Class "D" Concrete	34.50	586.50
140 lin.ft.	Drilling Well	4.00	560.00
40 cu.yds.	Stone Masonry	17.50	700.00
All Required	Gas Pump, Tank, and Canopy	463.65	463.65
All Required	Sewer Pipe and Drain Tile	427.80	427.80
All Required	Construction of Maintenance Building	3745.00	3,745.00
2 only	Construction of Patrolmen's Houses	2880.00	5,760.00
2 only	Construction of Garages	360.00	720.00
All Required	Furnishing and Installing Pumping Plant Less Well Pipe and Pump Rod at Suntex Junction	671.60	671.60
1 only	Electric Light Plant	654.50	654.50
140 lin.ft.	Well Pipe and Pump Rod	1.25	175.00
	Brothers		
150 cu.yds.	Excavating & Placing Top Soil Cover	.75	112.50
360 cu.yds.	Excavation, Single Classification	.50	180.00
275 cu.yds.	Trench Excavation	1.15	316.25
100 M gals.	Sprinkling	2.00	200.00
42 lin.ft.	12" Culvert Pipe	1.00	42.00
960 lin.ft.	Woven Wire Fence	.68	652.80
800 cu.yds.	Gravel Surfacing	1.00	800.00
100 cu.yds.	Filler	.50	50.00
42 cu.yds.	Class "A" Concrete	26.00	1,092.00
17 cu.yds.	Class "D" Concrete	27.00	459.00
40 cu.yds.	Stone Masonry	14.00	560.00
All Required	Gas Pump, Tank, and Canopy	470.00	470.00
All Required	Sewer Pipe and Drain Tile	585.00	585.00
All Required	Construction of Maintenance Building	3655.00	3,655.00
2 only	Construction of Patrolmen's Houses	2836.00	5,672.00
2 only	Construction of Garages	350.60	701.20
All Required	Pumping Plant at Brothers	1394.00	1,394.00
1 only	Electric Light Plant	654.00	654.00
	Total		$36,394.00

Summary of revised estimate of cost to construct:

Preliminary	-0-
Right of Way	$400.00
Construction	
a. Contract	36,394.00
b. Contingencies	1,500.00
Engineering	1,710.00
Total	$40.004.00

B. An election to supply the additional funds necessary is not required.

C. Plans for the project have not been revised. They remain the same as those submitted with the contract documents before the call for bids was issued.

The State Highway Commission is endeavoring in every way to cooperate with the Public Works Administration in getting work started at the earliest possible date. In line with this, our applications were submitted in advance of detailed information on this project. As noted above, the total cost of this project has exceeded our preliminary estimates. All of this work will be done under your regulation, and all of it will provide the labor which is a primary object of your program. We would ask that the grant allottment be increased to cover the usual percentage of federal participation on such projects.

Yours very truly,

R. H. Baldock
State Highway Engineer

CAG:TH
cc: C. C. Hockley - 3
R. H. Baldock
G. S. Paxson

RECEIVED
OCT 8 1938
FOR FILING

9-[illegible]

October 7, 1938

Mr. Henry C. Nelson
Bend, Oregon

Dear Sir:

We are returning to you by express four copies of the contract which was awarded to you on September 29 for the construction of the Suntex Junction and Brothers buildings in Harney and Deschutes Counties.

You are advised that the bond furnished in connection with this contract is not acceptable until it has been signed by an individual who is authorized to sign as attorney-in-fact for the Indemnity Insurance Company of North America. It is necessary that all contract bonds be referred to the office of the State Insurance Commissioner and he has advised that Mr. Ward H. Cable does not have such authorization on file in his office.

Will you please have all four copies of the bond properly executed and return them to this office, at your earliest convenience.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Bridge Department

FORM S-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 24 1938
FOR FILING

9-2006

October 4, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Suntex and Brothers Buildings
PWA Docket No. Oregon 1245-F

Enclosed we are sending you three certified copies of an excerpt from the minutes of the State Highway Commission relating to the award of the contract on the above-named job.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:TH
Enc.
cc: H. B. Glaisyer

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of a portion of the minutes of the Oregon State Highway Commission relating to the award of the contract for the construction of highway department maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Deschutes and Harney Counties, as the same appears in the minutes of September 29, 1938, entered in Volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of the said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission of September 29 was a regular meeting of the Oregon State Highway Commission and that all members were given due notice of meeting by letter on September 26, 1938.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this first day of October, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

Portland, Oregon, September 29, 1938

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts and sale of buildings, bids for which were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County. 0.34 mile paving. The low bid for this project was that submitted by the Mountain States Construction Company, Eugene, at $12,286.00. The next low bid was that of the Oregon Contracting Company, Portland, at $12,427.00. There were two higher bidders. The Commission has awarded the contract to the low bidder, the Mountain States Construction Company, at its bid of $12,286.00.

* * * * *

"Construction of maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Deschutes and Harney Counties. The Commission received three bids for this project, the low one being that submitted by Henry C. Nelson, Bend, at $36,394.00. The second low bid was that of Allen V. Moore, Portland, at $39,180.97. The Commission has awarded this contract to the low bidder, Henry C. Nelson, at his bid of $36,394.00.

* * * * *

"Brownsville Section of Halsey-Sweet Home Secondary Highway, in Linn County. 1.14 miles grading, surfacing, and oiling. The low bid submitted for this project was that of the Mountain States Construction Company, Eugene, at $21,970.50. The next low bid was that of D. L. Ashton, Lebanon, at $23,545.00. There were six higher bidders. The Commission has awarded this contract to the low bidder, the Mountain States Construction Company, at its bid of $21,970.50.

* * * * *

RECEIVED
OCT 3 1938
FOR FILING

7-2106

October 1, 1938

Mr. Henry C. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

Mr. Stephenson is delivering to you four (4) copies of Contract No. 2108 which was awarded to you on September 29 by the Oregon State Highway Commission, covering the construction of Maintenance Buildings at Suntex Junction and Brothers in Harney and Deschutes Counties.

Will you kindly execute all four copies of this contract as to agreement and bond, and return them to this office for approval of the Highway Commission. When this is done, a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 8 of the General Provisions relating to the Workmen's Compensation Act. You are expected to accept the terms of this act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to Page 61 of the General Conditions Part 2 relating to the payment by the contractor of amounts due Hospital Associations, etc.

Your attention is further directed to the form of non-collusion affidavit as set forth on Page 3 of the mimeographed Instructions to Bidders. This must be executed and also the four additional copies of this form which are included herewith.

Your attention is further directed to the insurance requirements as set forth on Page 1 and 2 of the General Conditions Part 1. The insurance as required must be submitted with the executed contract documents. We will require one certified copy of the policy and five copies of the certificate of insurance covering the policy.

Yours very truly,

Secretary

CAG:VM

RECEIVED
OCT 1 1938
FOR FILING

9-2006

September 30, 1938

Mr. Henry C. Nelson
74 Portland Avenue
Bend, Oregon

Dear Sir:

The State Highway Commission on September 29, 1938, awarded you the contract for construction of four frame dwellings 26' x 34' and two maintenance buildings 32' x 76' at Suntex Junction and Brothers on the Central Oregon Highway, in Deschutes and Harney Counties. This award was based on your low bid of $36,394.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 2-2-1 1M 6-30
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
OCT 6 1938
FOR FILING

9-200b

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 30, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Suntex Junction & Brothers Buildings
Docket No. Oregon 1245-F

Dear Sir:

Pursuant to our telephone call of this date, we are enclosing two (2) copies of a letter signifying the intention of the Highway Commission to award the contract for the construction of the above named job to the low bidder, Mr. Henry C. Nelson of Bend, Oregon.

We are also enclosing three (3) certified copies of a tabulation of the bids received on this project on September 29. The resolution making the award will be forwarded tomorrow.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enclosures
cc: H. B. Glaisyer ✓

NOTED
H. B. GLAISYER

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the tabulation of bids received on September 29, 1938 for the Suntex Junction and Brothers Buildings project is a true and exact copy of the tabulation of bids on file in the office of the Oregon State Highway Commission, Salem, Oregon.

IN WITNESS WHEREOF I hereunto set my hand this 30th day of September, 1938.

Secretary
Oregon State Highway Commission

FORM S-A-1 5M 11-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

(31)

FOR FILING
1938
9-2206

September 29, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Docket No. 1245-F
Building

Mr. C. C. Hockley, Regional Director
(Region No. 7)
Public Works Administration
808 Failing Building
Portland, Oregon

Dear Sir:

The State Highway Commission of the State of Oregon proposes to award contract for the construction of the above referenced project in accordance with the following proposed motion:

Moved by E. B. Aldrich and seconded by F. L. Tou Velle that the contract for the construction of Highway Department maintenance buildings at Brothers and Suntex be awarded to Henry C. Nelson of Bend, Oregon, the low bidder, at his bid of $36,394.00.

Immediately upon receipt of your advice we shall proceed with the award of contract.

Yours truly,

State Highway Engineer

HBGlaisyer
Secretary

FORM 2-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2006

September 6, 1938

Mr. C. C. Hockley
Regional Director
Public Works
Administration
508 Failing Building
Portland, Oregon

Re: Docket 1245-F

Dear Sir:

Enclosed find three certified copies of the resolution of the Oregon State Highway Commission establishing the wage rate for the above named docket. This is in line with past correspondence on this job with your office. We trust you will find the resolution and wage rate in order as we are placing it in the contract documents.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
Enclosures
cc H. B. Glaisyer ✓

STATE OF OREGON)
) ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached resolution entitled "A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE SUNTEX JUNCTION AND BROTHERS BUILDING PROJECT PWA DOCKET NO. OREGON 1245-F" is a true and exact copy of the resolution as it appears in Volume 23 of the minutes wherein official acts of the Oregon State Highway Commission are recorded.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal of the Oregon State Highway Commission this 6th day of September, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

142

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE SUNTEX JUNCTION AND BROTHERS BUILDING PROJECT
PWA DOCKET NO. OREGON 1245-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Deschutes and Harney Counties which are the localities in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project and the prevailing hourly wage rates being paid in such localities to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed on Exhibit "A" attached hereto, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the localities in which the project is to be constructed:

Electrician	$1.00
Plumber	1.10
Sheet Metal Worker	1.00
Brick Layer	1.50
Carpenter	1.10
Concrete Finisher	1.00
Painter	1.00
Lather	1.00
Plasterer	1.50
Reinforcing Steel Setter	1.10
Shingler	1.00
General Labor	.50
Concrete Mixer Operator	.75
Truck Driver	.60

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such. /2

Be it further resolved that there be transmitted with this resolution the substantiating data from which the foregoing determination is based.

C
O
P
Y

OREGON STATE HIGHWAY COMMISSION

August 13, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
506 Failing Building
Portland, Oregon

Re: Brothers and Suntex Buildings
Docket No. Oregon 1245-F

Dear Sir:

We are attempting to establish prevailing wage scales in the vicinity of Brothers and Suntex. We have indicated the locations of the two building sites on the enclosed highway maps. This is desert country; there is no building work going on in the vicinity. In attempting to determine the wage scales to apply to these locations we have investigated the going wages being paid at Burns and also at Bend. Our findings are listed in the table below:

Classification	Cortley Allen Plumber & Electrical Contractor Burns	Claude Brown Building Contractor Burns	H. S. Nelson Building Contractor Bend	Lyons Plumbing & Heating Co. Bend	Chamberlain Elec. Co. Bend
Electrician	$1.00			$	
Plumber	1.10			1.00	
Sheet Metal Worker	1.00			1.00	
Electrician's Helper	0.75				$1.00
Plumber's Helper	0.75			0.50	0.50
Brick Layer		$1.25	$1.50		
Carpenter		1.00	1.10		
Master Concrete Finisher		1.00	1.00		
Painter		1.00	1.00		
Lather		1.00	0.75		
Plasterer		1.00	1.50		
Reinforcing Steel Setter		1.00	1.10		
Shingler		1.00	1.00		
Building Trades Laborers		0.50	0.50		
Carpenter Helper		0.75	0.62½		
Conc. Finisher's Asst.		0.75	0.60		
Masons Tender		0.75	0.75		
Reinf. Steel Laborer		0.50	0.50		
Conc. Mixer Operator		0.75	0.62½		
Truck Driver		0.60	0.50		

Our engineer at Bend reports that the rates established for Bend were paid on the following projects:

McMullen Resort Cottages. Near Sisters, Oregon.
April to July, 1937.
Henry Nelson, General Contractor.
Hayes McMullen, Owner. No federal funds used.
12 men employed.

Pine Tavern Building. Bend, Oregon.
Sept. to Dec., 1936.
Henry Nelson, General Contractor.
Maren Gribskov, Owner. No federal funds used.
10 men employed.

Gilmore Oil Co. Warehouse. Bend, Oregon.
July, 1938
Fred VanNatre, General Contractor.
Gilmore Oil Co., Owner. No federal funds used.
5 men employed.

Richfield Oil Co. Warehouse. Bend, Oregon.
July, 1938.
Fred VanNatre, General Contractor.
Richfield Oil Co., Owner. No federal funds used.
5 men employed.

He further reports that no collective wage agreement has existed in the Bend area in the past two years between contractors and labor organizations.

Our engineer at Burns reports that the rates shown for the Burns area were paid on the following projects:

Arrowhead Hotel Addition.
Built - Aug. to Dec., 1937.
No contract. Claud Brown, Foreman.
Owners, Jamieson and Jordan.
No federal funds involved.
Approximately 10 men employed.

Burns Auto Parts and Service Station.
Built - July and August, 1937.
Contractors - Claud Brown and Herman Thies.
Owners, Archie McGowan and Ellis Bennett.
No federal funds.
7 to 10 men employed.

R. H. BALDOCK
STATE HIGHWAY ENGINEER
G. S. PAXSON
BRIDGE ENGINEER

[illegible] STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

Mr. C. C. Hockley - Page 3 August 15, 1938

Club Cafe and Store Building.
Built - June to Sept., 1937.
Contractors - Brown and Cawlfield.
Owner, Lee Qoung.
No federal funds. 8 to 10 men employed

Dwellings and Buildings in Piute Indian Village.
U. S. Indian Rehabilitation Project.
Built - Jan., 1937 to present.
15 to 25 men employed.

He further reports that no collective wage agreements were negotiated between contractors and labor organizations in the Burns area.

In establishing wage rates for this job it must be borne in mind that the work at both locations will be done under a single contract and that only one wage scale should be effective as the contractor will, in all probability, wish to carry his crew back and forth between the two jobs.

We wish you would go over the above wage rates and give us your comments on the same. Any help that you can give us in establishing the prevailing rates in these particular localities will be greatly appreciated.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
dk/

FORM 9-2-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

9-2006

August 22, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution prepared for the Commission's action which will affect the adoption of a wage scale for the Brothers and Suntex Buildings project to be constructed as a PWA job. The information contained in this resolution has been gone over with the PWA labor man and he has advised us that it appears satisfactory to them; however, he will not give us a final decision until we forward him the actual resolution. If the resolution meets with your approval, will you please hand it to the Secretary so that he can bring it before the Commission at their next meeting?

Very truly yours,

GSPaxson
G. S. Paxson
Bridge Engineer

CAG DK
Attachment

REFERRED
TO Glaisyer
FOR Commission approval
J. M. DE
and adoption. -

M

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2026

July 28, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of July 25th with regard to the resolution accepting the offer for Docket No. Oregon 1245-F.

The second paragraph of your letter requests certified copies of the Commission's minutes for the meeting of June 3, 1938; however, the resolution accepting the offer was passed at the meeting of the Commission held on July 20, 1938. We are, therefore, enclosing three certified copies of the Commission's minutes which includes the resolution pertaining to this offer. We trust you will find this in order.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
cc H. B. Glaisyer

STATE OF OREGON)
: ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission accepting the offer of the United States of America through the Federal Emergency Administration of Public Works for grant to aid in financing the construction of maintenance buildings, three units at Brothers in Deschutes County and three units at Suntex in Harney County and the acquisition of necessary lands and rights of way therefor, as the same appears in the minutes of July 20, 1938, entered in Volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on July 20, 1938, was a regular meeting of the Oregon State Highway Commission and that all members of the Commission had due notice of said meeting, the same having been scheduled by the Commission at its meeting held on June 3, 1938, all members being present and participating.

IN WITNESS WHEREOF, I hereunto set my hand this twenty-second day of July, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED

Portland, Oregon, July 20, 1938

The Oregon State Highway Commission met in regular session at 8:00 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission's Chairman, Mr. Henry F. Cabell, was absent.

* * * * * * *

The Commission had under consideration the matter of accepting the offer of the United States of America, through the Federal Emergency Administration of Public Works, of a grant to aid in financing the construction of maintenance buildings, three units at Brothers, in Deschutes County, and three units at Suntex, in Harney County, and the acquisition of necessary lands and rights of way therefor. Commissioner Tou Velle moved the adoption of the following resolution entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR". After discussion, the motion was declared by Commissioner Aldrich to have passed by the unanimous vote of the Commissioners present:

(91) #9-a

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the state highway buildings (three units at Brothers in Deschutes County and three units at Suntex in Harney County) and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 81655-21

"FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

"Washington, D. C.,
Dated: Jul 19 1938
Docket No. Oreg. 1245-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of state highway buildings (three units at Brothers, Deschutes County, and three units at Suntex, Harney County) and the acquisition of necessary land (herein called the "Project") by making a grant to State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administration of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $14,310.

#9-a

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 12 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

13

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By

(Sgd. H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within five months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

E.B. Adriss

As Commissioner

F.L. Fouvelle

As Commissioner

RECEIVED
DEC 9 1938
FOR FILING

July 28, 1938

Mr. Glaisyer:

The bridge Dept. said they had to have this today so I prepared it as nearly like others you have written and had Mr. Baldock approve it. This was attached to the certificate which you signed on this matter before you left. Therefore, it will have to appear in the minutes as it is written here, I presume.

M. C.

The Oregon St

8:00 o'clock p. m. in t

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission's Chairman, Mr. Henry F. Cabell, was absent.

* * * * * * *

The Commission had under consideration the matter of accepting the offer of the United States of America, through the Federal Emergency Administration of Public Works, of a grant to aid in financing the construction of maintenance buildings, three units at Brothers, in Deschutes County, and three units at Suntex, in Harney County, and the acquisition of necessary lands and rights of way therefor. Commissioner Tou Velle moved the adoption of the following resolution entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR". After discussion, the motion was declared by Commissioner Aldrich to have passed by the unanimous vote of the Commissioners present:

approved
RHB

RECEIVED
DEC 9 1938
FOR FILING

Portland, Oregon, July 20, 1938

The Oregon State Highway Commission met in regular session at 8:00 o'clock p. m. in the Rose Room of the Benson Hotel. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

The Commission's Chairman, Mr. Henry F. Cabell, was absent.

* * * * * * *

The Commission had under consideration the matter of accepting the offer of the United States of America, through the Federal Emergency Administration of Public Works, of a grant to aid in financing the construction of maintenance buildings, three units at Brothers, in Deschutes County, and three units at Suntex, in Harney County, and the acquisition of necessary lands and rights of way therefor. Commissioner Tou Velle moved the adoption of the following resolution entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR". After discussion, the motion was declared by Commissioner Aldrich to have passed by the unanimous vote of the Commissioners present:

approved
RHB

[illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
DEC 9 1938
FOR FILING

7-2

July 22, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
506 Failing Building
Portland, Oregon

Re: Brothers and Sumter Buildings
Docket No. Oregon 1245-F

Dear Sir:

There are enclosed five certified copies of a resolution passed by the Oregon State Highway Commission accepting the offer of the Public Works Administration to aid by way of grant in financing the construction of this job.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:CM
Enclosure
cc: R. H. Baldock
H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

3f

July 19, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Attached find formal offer of the P.W.A. to aid by way of grant in financing the construction of maintenance buildings to be erected at Suntex and Brothers. This is for your files.

We are also attaching a resolution prepared for the Commission's signature that will effect an acceptance of this offer. Please return four copies of the resolution to us for transmittal to the P.W.A. after it has been signed by the Commission.

Very truly yours,

GS Paxson
G. S. Paxson
Bridge Engineer

CAG:CM
Attached

P. W. 81855-2I

FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

Washington, D. C.,

Dated: JUL 19 1938

Docket No. Oreg. 1245-F

State Highway Commission of the
State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of state highway buildings (three units at Brothers, Deschutes County, and three units at Suntex, Harney County) and the acquisition of necessary land (herein called the "Project") by making a grant to State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $14,310.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 12 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By ______________________
Assistant Administrator

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF STATE HIGHWAY BUILDINGS (THREE UNITS AT BROTHERS IN DESCHUTES COUNTY AND THREE UNITS AT SUNTEX IN HARNEY COUNTY) AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the state highway buildings (three units at Brothers in Deschutes County and three units at Suntex in Harney County) and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 81855-21

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Jul 19 1938
Docket No. Oreg. 1245-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of state highway buildings (three units at Brothers, Deschutes County, and three units at Suntex, Harney County) and the acquisition of necessary land (herein called the "Project") by making a grant to State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $14,310.

2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 12 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 5 months from the commencement of construction.

3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By

(Sgd. H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant, a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within five months from the commencement of the construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

F B Cedrich

As Commissioner

F L Foulkelle

As Commissioner

CONTRACT# [redacted] 2109

147-H-1 Brothers-Harney Co. Line Sec., 1938
Central Oregon Hwy.

2109

2109

147-H-1

September 29, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2109, for the construction of the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties, has been completed by the contractor, E. C. Hall, and that final settlement will be made by the State with said contractor on or after October 9, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor will be $163,854.07, including the final payment. Of this amount $155.03 was for force account work.

Very truly yours,

STATEBHIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

REFERRED TO
[illegible]
Asst. State Highway Engineer

tember 6th, 1939

COST ANALYSIS-FINAL REPORT
Central Oregon Highway, Brothers-Harney County Line Section
Contract 2109, Prefix 9-1007
E. C. Hall, Contractor
R. B. Gould, Resident Engineer

FA 147-H-1

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$4,142.70	460.3 cu. yd.	0.90	1.00	$460.30
Common "	27,730.49	236,744.8 " "	0.117	0.18	42,614.06
Solid Rock "	8,266.35	5,507 " "	1.50	1.25	6,883.75
Truck Haul	1,498.21	21,403.0 yd. mi.	0.07	0.07	1,498.21
Finishing Roadbed & Slopes	4,852.75	27.73 Miles	175.00	250.00	6,932.50
18" Concrete Pipe	244.20	132 lin. ft.	1.85	2.00	264.00
24" " "	193.20	69 " "	2.80	3.00	207.00
48" " "	268.00	20 " "	13.40	14.00	280.00
18" Corr. Iron Pipe	2,485.00	1,750 " "	1.42	1.56	2,730.00
24" " " "	781.66	374 " "	2.09	2.34	875.16
30" " " "	181.50	66 " "	2.75	3.00	198.00
Salvaging Culvert Pipe	435.00	435 " "	1.00	1.00	435.00
Removal of Overburden	4,054.26	62,237.7 cu. yd.	0.065	0.15	9,335.66
Pit Run Gravel Surfacing	16,765.18	102,192.4 " "	0.164	0.23	23,504.25
Hauling Surf. Materials	33,937.11	291,528.4 yd. mi.	0.087	0.08	31,322.27
* Preparation of Base	4,090.00	40.9 Miles	100.00	100.00	4,090.00
* SC-2 Road Oil in Place	16,461.14	678.81 Tons	24.25	24.25	16,461.14
* SC-6 " " " "	15,645.00	649.17 "	24.10	24.10	15,645.00
* PA #2 Purchase of SC-6 Road Oil in Bbl.	107.46	7.2 "	14.925	14.925	107.46
Force Account	105.53				105.53
	$142,244.74				$163,949.29

* Sublet to Warren Northwest, Inc.

Gross Revenue	$163,929.29
Total Cost	142,244.74
Net Profit	$21,704.55

Net Profit Equals 13.2% of the Gross Revenue

Detail of Cost

Labor:

Supervision (Incl. Ellery Hall, 7 mos. at $200.00)	$2,956.00	
Labor	32,455.80	
State Industrial Accident Insurance	1,785.62	
Social Security & Unemployment Insurance	1,360.47	
		$38,557.89

Materials:

18" Concrete Pipe	132	lin. ft.	at 1.50	$198.00	
24" " "	69	" "	" 2.20	151.80	
48" " "	20	" "	" 10.00	200.00	
18" Corr. Iron Pipe	1750	" "	" 1.01	1,767.50	
18" " " " Bands	40	each	" 1.60	64.00	
24" " " "	374	lin. ft.	" 1.59	594.66	
24" " " " "	9	each	" 1.98	17.82	
30" " " "	66	lin. ft.	" 2.18	143.88	
30" " " " "	2	each	" 2.40	4.80	
					3,142.46

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental and Repairs	$25,319.00	
Hired Trucks (Not including drivers and fuel)	9,438.36	
Gas, Oil and Grease	15,762.00	
Powder	1,957.25	
Small Tools, Supplies & Misc.	3,405.48	
Camp Supplies & Expense	1,096.14	
Lumber	304.90	
Overhead and General Expense	715.61	
Bond	1,639.49	
Home Office	1,639.49	
		61,277.72

Sub-Contract, Warren Northwest Inc.:

Preparation of Base	40.9	Miles	at $100.00	$4,090.00	
SC-2 Road Oil in Place	678.81	Tons	" 24.25	16,461.14	
SC-6 " " " "	649.17	"	" 24.10	15,645.00	
SC-6 " " " Bbl.	7.2	"	" 14.925	105.53	
Pit Run Gravel Surfacing	3,500	Cu. Yd.	at 0.23	805.00	
Haul " "	27,000	Yd. Mi.	" 0.08	2,160.00	
					39,266.67
					$142,244.74

Brothers-Harney County Line

REMARKS:

This contract consisted of the grading, surfacing and oiling of 40.9 miles of roadway. It was awarded on September 29th, 1938; work was started October 29th and finished June 24th, 1939.

Except for a few miles at the west end of the project, where some float boulders were encountered, the common excavation was composed of fine loose material that was ideal for scraper work. Excellent progress was made with 3 cats (2 RD-8's and 1 RD-6), 3 LeTourneau scrapers (2 - 13 cu. yd. and 1 - 6 cu. yd.), 1 dozer, 1 ripper and 2 motor patrols. A rented elevating graded was used to advantage in a few favorable spots near Hampton Flat. The solid excavation consisted mostly of material in shallow cuts and in relief drainage ditches and proved to be quite a costly item. The drilling and shooting of the solid averaged about $1.15 per cu. yd.

The overburden on the gravel deposits was moved successfully and at a low cost with cats and scrapers.

The pit-run gravel was composed of fine material occurring in loose formation. A shovel of 5/8 cu. yd. capacity averaged about 80 cu. yd. per hour. The material was excavated and handled on the road in a very economical manner. For the hauling of gravel a number of 1½-ton rated trucks were hired at $1.00 per hour while in operation, the contractor assuming the cost of labor and gas. As the average haul amounted to 3.8 miles, it is probable that a lower hauling cost would have resulted if the contractor had been able to sublet this work on a yard-mile basis, but as it was the pay volumes for the items of pit-run gravel surfacing and hauling surfacing material were determined by measurement of the materials in their original positions prior to excavation, which obviated the possibility of this.

The work on this project was effectively handled, and this coupled with exceptionally good weather resulted in low costs. The oiling work was sublet to Warren Northwest Inc.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Form E-1—5M—3-30

147-H-1

OREGON STATE HIGHWAY COMMISSION
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19, 1939, 193

Section Brothers-Harney County Line

Kind of work Grading, Surfacing & Oiling

Highway Central Oregon

Section prefix 9-1007

Contractor E. C. Hall Co.

Contract number 2109

Date of contract September 29, 1938, 193

Date of completion Sept. 30, 1939, 193

Date work started October 24, 1938, 193

Estimated date of completion June 24, 1939, 193

Amount of contract $ 174,821.30

Per cent of time elapsed Job Completed %

Estimated cost of completed project, exclusive of engineering $ 163,949.89

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 13,000.00, 7.44 %

Date project was completed June 24, 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crew of 3 men completed semi-final estimate this morning. No additional work to be done on this job.

NOTED
RAY WEBBER

Signed

Address Bend, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT.

#2109

147-H-1

August 12, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to E. C. Hall Company on Contract No. 2109, for the construction of the Brothers-Harney County Line Section of the Central Oregon Highway in Deschutes and Lake Counties. This payment will be made on or after August 22, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1939

FAP 148-B-2
2109

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 148-B (2), Hampton Store-Lake County Line Section of the Central Oregon Highway, was made by a representative of this office on July 20, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

No. 8

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1939

FHP 148-C-2
J109

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 148-C (2), Lake County Line Section of the Central Oregon Highway ______, was made by a representative of this office on July 20, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Tor

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

IN YOUR REPLY PLEASE REFER TO FILE No. No. 8

POST OFFICE BUILDING
PORTLAND, OREGON

August 8, 1939

FHP 147-H-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon FAP 147-H (1), Brothers-Harney County Line of the Central Oregon Highway, ____________, was made by a representative of this office on July 20, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Sr. Hwy. Engineer

RECEIVED
APR 21 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Oregon FAP 148-B (2),
Hampton-Lake County Line,
Central Oregon Highway.

148-B-2

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. J. Caufield
Highway Engineer

Encls.

Fon

Appr- 38480

Form P. R. 2

State Oregon

Federal Aid Project No. 143-B (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1931

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of December, 19[illegible], a project statement, which was approved by the Secretary on the 2nd day of April, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B (2) of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-nine thousand, nine hundred ninety and 00/100 dollars ($39,990.00) as the share of the United States payable under said act on account of Section B (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 173, Laws 1917; Chapter 31, Laws 1920.

(Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2882+00 near the east line of the S.E. 1/4 of Sec. 24, T.21 S., R.19 E., W.M., the easterly end of Section H (1) of Project 147, and survey station 3628+00 near the north boundary of Sec. 2, T.23 S., R.21 E., W.M., the westerly end of Section C (2) of said project,

, length 14.136 miles, in Deschutes County, being Section B (2) of Oregon Federal Aid project No. 148, consisting of 14.136 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span.

d[illegible]

8—5518

3847

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section **B (2)** of said project shall not in any event exceed the sum of **thirty-nine thousand, nine hundred ninety and 00/100** dollars ($**39,990.00**), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of **sixty-five thousand, five hundred forty-six and 00/100** dollars ($**65,546.00**), the approved total estimated cost of Section **B (2)** of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of **Oregon**
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: **Chapter 41, Laws 1927.**
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of APR 6 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By ______________________

____
(Title of officer)

By ______________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 142-B (2), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $65,546.00 as the total estimated cost of said project, and the sum of $32,990.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 6 1939 one thousand nine hundred and ______

SECRETARY OF AGRICULTURE,

By W. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—4229

RECEIVED
APR 21 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

RECEIVED
APR 21 1939
STATE HIGHWAY COMMISSION

#10 14[illegible]-C-2

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124

POST OFFICE BUILDING
PORTLAND, OREGON

Oregon FAP 148-C (2),
Brothers-Harney County Line,
Central Oregon Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Appr. 38481

Form P. R. 2

State Oregon

Federal Aid Project No. 148-C (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939

by and between the Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 19[illegible], a project statement, which was approved by the Secretary on the 2nd day of April, 19[illegible], for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C (2) of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 19[illegible]; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, five hundred twenty and 00/100 dollars ($38,520.00) as the share of the United States payable under said act on account of Section C (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 175, Laws 1917; Chapter 31, Laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 3628+00 near the North Line of Section 2, T.23 S., R. 21 E., W.M., the easterly end of Section B (2) of said project, and survey station 4387+60 in the N.E. 1/4, Section 24, T.23 S., R.23 E., W.M., the westerly end of Section D of said project.

, length 14.368 miles, in Lake County, being Section C (2) of Oregon Federal Aid project No. 148, consisting of 14.368 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C (2) of said project shall not in any event exceed the sum of thirty-eight thousand, five hundred twenty and 00/100 dollars ($38,520.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-three thousand, one hundred thirty-three and 00/100 dollars ($63,133.00), the approved total estimated cost of Section C (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 6 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(*Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.*)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid ~~p~~Project No. 148-C, (2), State of Oregon.

Second. That in accordance with said provisions I have approved the sum of $ 63,133.00 as the total estimated cost of said project, and the sum of $ 38,520.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 6 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
APR 21 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

FAP 147-H-1

Stencil No. 124
Oregon FAP 147-H (1),
Brothers-Harney County Line,
Central Oregon Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Jeo

Agr-38438

Form P. R. 2

State Oregon

Federal Aid Project No. 147-H(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 18th day of December, 1938, a project statement, which was approved by the Secretary on the 23d day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section H(1) of said project which were recommended for approval by the United States District Engineer on the 12th day of September, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of thirty-eight thousand, two hundred eighty and 00/100 dollars ($38,280.00) as the share of the United States payable under said act on account of Section H(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—4513

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chapter 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2229+33 in the NE 1/4, Sec. 30, T. 20 S., R. 18 E., W. M., the easterly end of Section F of said project, and survey station 2882 near the East Boundary of the SE 1/4, Sec. 24, T. 21 S., R. 19 E., the westerly end of Section E(2) of Project 148, length 12.389 miles, in Deschutes County, being Section E(1) of, Oregon Federal Aid project No. 147, consisting of 12.389 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of miles in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H(1) of said project shall not in any event exceed the sum of thirty-eight thousand, two hundred eighty and 00/100 dollars ($38,280.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixty-two thousand, seven hundred forty-one and 00/100 dollars ($62,741.00), the approved total estimated cost of Section H(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the APR 7 1939, 19

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L [illegible]

Member, State Highway Commission.
(Title of officer)

By

(Title of officer)

By

(Title of officer)

SECRETARY OF AGRICULTURE,

By H J O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 3—5519

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF **Oregon**

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of **Oregon** for the construction of a highway designated in the records of this Department as **Federal Aid** ~~P~~roject No. **147-E(1)** State of **Oregon**

SECOND. That in accordance with said provisions I have approved the sum of $ **62,741.00** as the total estimated cost of said project, and the sum of $ **38,200.00** as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of APR 7 1939

one thousand nine hundred and ....

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—[illegible]

FORM 5-D-1 1M 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
SALEM

RECEIVED
APR 19 1939
OREGON
STATE HIGHWAY COMMISSION
REFER TO FILE NO.

April 18th
1939

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are this date delivering to you, in person, six (6) copies of Price Agreement #1 covering the sprinkling of the BROTHERS-HARNEY COUNTY LINE section Central Oregon Highway.

In order to properly set up the gravel surfacing, it is necessary that this sprinkling work be done as this spring has been unusually dry.

The contractor has indicated that he will proceed with the oiling work as soon as the base can be prepared to receive it.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

RECEIVED
MAR 23 1939
FOR FILING

FA-148-B-2

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Hampton-Lake County Line Section, Project No. FA 148-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
MAR 2 3 1939
FOR FILING

148-C-2

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Brothers-Harney Co. Line Section, Project No. 148-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
MAR 23 1939
FOR FILING

Fa-147-H-1

March 22, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith two signed copies of project agreement for the Brothers-Harney County Line Section, Project No. FA 147-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 21 1939
STATE HIG

IN YOUR REPLY PLEASE REFER TO FILE NO. FAP 148-C-2

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 148-C (2)
Lake County Line section
Central Oregon Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Jon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE NO. FAP-148-B-2

RECEIVED
MAR 21 1939
STATE HIGHWAY COMMISSION

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 148-B (2)
Hampton-Lake County Line
Central Oregon Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Kon

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. FAP-147-H1

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 147-H (1)
Brothers-Hampton section
Central Oregon Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Fran

KHC

RECEIVED
JAN 28 1939
FOR FILING

January 20th, 1938.

NOTED
C. B. McCullough

112-H-1

Cost Analysis to January 10th, 1939
Central Oregon Highway, Brothers-Harney County Line Section
Grading, Surfacing & Oiling Contract 2109, Prefix 9-1007
E. C. Hall Co., Contractors
R. B. Gould, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	$112.00	140 cu. yd.	0.80	1.00	$140.00
Common "	16,984.61	146,500 " "	0.116	0.18	26,370.00
Solid Rock "	1,886.18	1,000 " "	1.89	1.25	1,250.00
Truck Haul	980.00	14,000 yd. mi.	0.07	0.07	980.00
Finishing Roadbed & Slopes	2,694.20	10 Miles	270.00	250.00	2,500.00
18" Corr. Iron Pipe	1,380.40	952 lin. ft.	1.45	1.56	1,485.12
24" " " "	195.80	92 " "	2.15	2.34	215.28
30" " " "	181.50	66 " "	2.75	3.00	198.00
Salvaging Culvert Pipe	276.00	276 " "	1.00	1.00	276.00
Removal of Overburden	3,280.00	41,000 cu. yd.	0.08	0.15	6,150.00
Pit Run Gravel Surfacing	7,577.59	53,500 " "	0.14	0.23	12,311.90
Haul " "	18,382.13	193,100 yd. mi.	0.095	0.08	15,448.00
	$53,930.41				$67,324.30

Gross Revenue	$67,324.30
Total Cost	53,930.41
Net Profit	$13,393.89

Net Profit Equals 19.9% of Gross Revenue

NOTED
C. B. McCullough

Detail of Cost

Labor:

Supervision	$315.00	
Labor	15,447.58	
State Industrial Accident Insurance	945.76	
Social Security & Unemployment Insurance	630.50	
Supervision (E. Hall 2½ mos. at $200.00)	500.00	$17,838.84

Materials:

18" Corr. Iron Pipe	952 lin. ft. at 1.01	$961.52	
18" " " " Bands	20 each at 1.60	32.00	
24" " " "	92 lin. ft. at 1.59	136.28	
24" " " " "	2 each at 1.98	3.94	
30" " " "	66 lim. ft. at 2.18	144.14	
30" " " " "		4.80	1,282.68

Small Tools, Repairs & Miscellaneous:

Equipment Rental		$11,314.00	
Rented Equipment		754.15	
Hired Trucks (Not including gas and labor)		8,218.50	
Gas, Oil and Grease		9,072.20	
Powder		228.25	
Small Tools, Supplies & Misc.		1,742.58	
Drilling Supplies		143.63	
Camp Supplies & Expense (50%)		499.32	
Repairs		1,359.81	
Overhead & General Expense		129.97	
Bond	1% of Gross Revenue	673.24	
Home Office	1% " " "	673.24	34,808.89
			$53,930.41

Brothers-Harney County Line Section

REMARKS:

This contract consisted of the grading, surfacing and oiling of 40.9 miles of roadway. It was awarded on September 29th, 1938; work was started October 29th, and up to January 10th, 1939 was about 38.5% complete.

Of the 256,100 cubic yards of excavation in the contract, 147,500 cubic yards have been moved to date. Excellent progress has been made with 3 cats (2 RD-8's and 1 RD-6), 3 LeTourneau scrapers (2 - 13 cu. yd. and 1 6 cu. yd.), 1 dozer, 1 ripper and 2 motor patrols. Except for a few miles at the west end, where some float boulders were encountered, the common material has been ideal for scraper work. A rented elevating grader has been used to advantage in a few favorable places, but the quantity moved to date is inconsequential. The solid excavation has consisted mostly of material in shallow cuts and relief drainage ditches.

The overburden on the gravel deposits has been moved successfully and at a low cost with cats and scrapers.

The pit run gravel has consisted of fine gravel material occurring in loose formation. A shovel of 5/8 cu. yd. capacity has averaged about 80 cu. yd. per hour. Trucks of 1½-ton rated capacity have been rented at $1.00 per hour of operating time, the contractor assuming the cost of labor and gas. This rental rate is somewhat high in comparison with similar jobs throughout the state, and this is partly responsible for the greater than usual hauling cost for the average haul of 3½ miles.

The work has been effectively handled and this coupled with exceptionally fine weather has resulted in moderate costs. If the work is supervised as efficiently in the future, the contractor should show a fair profit at completion.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

H. B. GLAISYER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
Office of WM. E. CHANDLER, Division Engineer
BEND, OREGON

In Reply Please
Refer to File No.

December 28th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

I should like to explain the procedure in handling the work on the Central Oregon Highway.

At the start we had an understanding with the contractor that he should do everything in his power to get all the grading done possible, before a solid freezeup in order that we could have the winter for settlement of the grade. Therefore, there has been very little fine finishing on this project except on the road surface itself. Even the application of topping materials, the side ditches and slopes have not received the final finish.

The contractor was very anxious to do this, as he wanted to finish as much grading as possible before extreme winter set in. As a result the road is now practically graded as far as Hampton, or about 20 miles of the 41 miles of the project. There has been a thin crust of frozen earth on the surface for the past month but it has caused the contractors little interference. There is no danger at all of the contractor stopping work until it is physically impossible to continue.

The work is going very fast and we are strongly in hopes that we can finish all except the rock work before the closedown will be necessary. The ground is very dry under the frost and works up in very good condition. At the last estimate date, December 10th, there had been 80,925 yards moved out of a total of 256,100 yards. No doubt, one half of the total yardage is moved by this time.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 24th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Department
Bend, Oregon

Dear Sir:

I note by Mr. Gould's December 17th weekly report that the contractor on the Brothers-Harney County Line Section proposes to shut down in the event of heavy snow. Since this job was delayed several months to take advantage of the winter moisture, please see that the contractor does not shut down until it is physically impossible to work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
C. B. McC.

RECEIVED
[illegible]
FOR FILING
148-C-2

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Lake County Section, Project No. FA 148-C (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 148-C (2)

LAKE COUNTY LINE SECTION

OF THE CENTRAL OREGON HIGHWAY IN LAKE COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

110	cu. yds.	Trench Excavation	$ 1.00	$ 110.00
59,000	cu. yds.	Common Excavation	.18	10,620.00
7,500	cu. yds.	Solid Rock Excavation	1.25	9,375.00
4,000	yd. mi.	Truck Haul	.07	280.00
7.50	miles	Finishing Roadbed and Slopes	250.00	1,875.00
120	lin. ft.	18" Concrete Pipe	2.00	240.00
24	lin. ft.	24" Concrete Pipe	3.00	72.00
20	lin. ft.	48" Concrete Pipe	14.00	280.00
190	lin. ft.	18" Corr. Iron Pipe	1.56	296.40
110	lin. ft.	24" Corr. Iron Pipe	2.34	257.40
100	lin. ft.	Salvaging Culvert Pipe	1.00	100.00
15,000	cu. yds.	Removal of Overburden	.15	2,250.00
45,000	cu. yds.	Pit-run Surfacing	.23	10,350.00
117,000	yd. mi.	Hauling Surfacing Materials	.08	9,360.00
14.37	miles	Preparation of Base	100.00	1,437.00
214	tons	SC-2 Road Oil in Place	24.25	5,189.50
220	tons	SC-6 Road Oil in Place	24.10	5,302.00
			Subtotal	$ 57,394
			10% Engr. & Cont.	5,739
			Total	$ 63,133

Length	14.368 miles
Cost per mile	$ 4,394

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - - - -	$ 38,520
State Funds- -	24,613
	$ 63,133

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Hampton-Lake County Line Section, Project No. FA 148-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 148-B (2)

HAMPTON-LAKE COUNTY LINE SECTION

OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

190	cu. yds.	Trench Excavation	$ 1.00	$ 190.00
102,000	cu. yds.	Common Excavation	.18	18,360.00
1,100	cu. yds.	Solid Rock Excavation	1.25	1,375.00
12,000	yd. mi.	Truck Haul	.07	840.00
11.77	miles	Finishing Roadbed and Slopes	250.00	2,942.50
24	lin. ft.	18" Concrete Pipe	2.00	48.00
30	lin. ft.	24" Concrete Pipe	3.00	90.00
800	lin. ft.	18" Corr. Iron Pipe	1.56	1,248.00
200	lin. ft.	24" Corr. Iron Pipe	2.34	468.00
540	lin. ft.	Salvaging Culvert Pipe	1.00	540.00
15,400	cu. yds.	Removal of Overburden	.15	2,310.00
44,000	cu. yds.	Pit-run Gravel Surfacing	.23	10,120.00
115,000	yd. mi.	Hauling Surfacing Materials	.08	9,200.00
14.14	miles	Preparation of Base	100.00	1,414.00
212	tons	SC-2 Road Oil in Place	24.25	5,141.00
220	tons	SC-6 Road Oil in Place	24.10	5,302.00
			Subtotal	$ 59,588
			10% Engr. & Cont.	5,958
			Total	$ 65,546

Length 14.136 miles
Cost per mile $ 4,604

Federal Aid Funds Requested- $ 39,990
State Funds- 25,556

$ 65,546

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Brothers-Hampton Section, Project No. FA 147-H (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　Federal Aid Project No. 147-B (1)

BROTHERS-HAMPTON SECTION OF THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

200	cu. yds.	Trench Excavation	$ 1.00	$ 200.00
83,000	cu. yds.	Common Excavation	.18	14,940.00
3,000	cu. yds.	Solid Rock Excavation	1.25	3,750.00
8,000	yd. mi.	Truck Haul	.07	560.00
8.85	miles	Finishing Roadbed and Slopes	250.00	2,212.50
950	lin. ft.	18" Corr. Iron Pipe	1.56	1,482.00
100	lin. ft.	24" Corr. Iron Pipe	2.34	234.00
70	lin. ft.	30" Corr. Iron Pipe	3.00	210.00
200	lin. ft.	Salvaging Culvert Pipe	1.00	200.00
12,600	cu. yds.	Removal of Overburden	.15	1,890.00
36,000	cu. yds.	Pit-run Gravel Surfacing	.23	8,280.00
160,000	yd. mi.	Hauling Surfacing Materials	.08	12,800.00
12.39	miles	Preparation of Base	100.00	1,239.00
184	tons	SC-2 Road Oil in Place	24.25	4,462.00
190	tons	SC-6 Road Oil in Place	24.10	4,579.00
			Subtotal	$ 57,038
			10% Engr. & Cont.	5,703
			Total	$ 62,741

Length　12.389 miles
Cost per mile　$ 5,064

Federal Aid Funds Requested- $ 38,280
State Funds- 24,461

$ 62,741

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
NOV 16 1938
FOR FILING
147-H-1

November 15, 1938

E. C. Hall Company
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of contract No. 2109 which was awarded to you on September 29, 1938, for grading, surfacing and oiling the Brothers-Harney County Line Section of the Central Oregon Highway, in Descnutes and Lake Counties. This is for your records and files.

Very truly yours,

Secretary

JMCF:AM

FORM 401 P. 9-36 10M

#2109
5

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

ATWATER 9521

6TH FLOOR YEON BUILDING
Portland, Oregon

RECEIVED
[illegible] 1938
STATE [illegible] COMMISSION

417-H-1

November 9, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen

E. C. HALL
Eugene, Oregon

It is our understanding that Mr. Hall has a grading and oiling job near Lakeview, Oregon.

As we anticipate furnishing petroleum products on this operation, I shall greatly appreciate your completing the attached contractor questionnaire and return to this office in the enclosed business reply envelope.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosure

5

RECEIVED
NOV 3 1938
FOR FILING
147-H-1

November 2, 1938

Mr. E. C. Hall
1160 Grant Street
Eugene, Oregon

Dear Sir:

On October 20 we returned to you, by express, four copies of the contract which was awarded to you on September 29, 1938, covering the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties, and requested that you have the bond properly signed by the partners of your company and return all four copies of the contract to this office.

To date the contracts have not been returned. Will you please advise if you received them and when we may expect to have them returned.

Very truly yours,

JMcF:AM

Secretary

FORM 5-A-1 10M 5-38

Commissioners
HENRY F. CABELL, Chairman, Portland
E. B. ALDRICH, Pendleton
F. L. TOU VELLE, Jacksonville

W. C. KLAIBER, Secretary

R. H. BALDOCK
State Highway Engineer
Salem

OREGON STATE HIGHWAY COMMISSION
SALEM

In reply please refer to File No.

RECEIVED
OCT 26 1938
FOR FILING

141-H-1

October 25th, 1938

NOTED
State Highway Engineer

E. C. Hall, Contractor
1160 Grant Street
Eugene, Oregon

Dear Sir:

The engineer's reports indicate that you have not as yet started work on the Brothers-Harney County Line Section.

This is a very long job and one on which it is highly desirable that the grading be done while there is moisture in the ground, both from your point of view as a contractor and from the point of view of the State in securing compaction and in handling traffic. It is requested, therefore, that you push the grading operations with that in view because if the grading is not finished by June 1st, you will find that traffic conditions will add materially to the cost of the work.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

RECEIVED
OCT 21 1938
FOR FILING

147-H-1

October 20, 1938

E. C. HALL COMPANY
1160 E. Grant Street
Eugene, Oregon

Gentlemen:

We are returning to you by express four copies of the contract which was awarded to you on September 29 for construction of the Brothers-Harney County Line Section in Deschutes and Lake Counties.

You will please note that in executing this contract you failed to sign the bond page. Please have all three partners sign on the bond page of each copy and return to this office.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 5-D-1 2900 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. S. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

OCT 21 1938
FOR FILING

147-H-1

October 18th
1938

NOTED
State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of October 10th in which you refer to a typographical error on the record of Project Expenditure Authorizations Form 346, covering the BROTHERS-BARNEY COUNTY LINE project.

The contract amount, which is $174,821.30, adding 10% of this amount you get $192,303.43. The total authorization you mention is $189,603.43.

In checking into this latter amount I find that it is $174,821.30 plus $14,782.13 which gives the amount you quote as the total project authorization.

It is evident that the percentage added was the percentage of the original authorization and I think you will agree that the $192,303.43 is probably the correct authorization.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 8-A1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 13 1938
~~FOR FILING~~
141-H-1

OREGON STATE HIGHWAY COMMISSION

SALEM

October 10,1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

There was a typographical error on the record of Project Expenditure Authorizations Form 346, covering the Brothers-Harney County Line project.

The contracted amount is $174,821.30 instead of $147,821.30. This will make the total project authorization $189,603.43. Will you please correct your copy accordingly.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM 5-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 10 1938
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1938
FOR FILING
147-H-1

October 8th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the Record of Project Expenditure Authorization, Form #346 covering the Brothers-Harney County Line project, L. C. Hall's Contract #2109, Prefix 9-1007.

It is noted that this contract amount is listed at $147,821.30. Our copy of the Tabulation of Bids under date of September 20, 1938, shows the amount to be $174,821.30 a difference of $27,000.00.

Will you please advise which of the above amounts is correct?

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock
cc-Mr. S. H. Probert

RECEIVED
OCT 10 1938
FOR FILING
147-H-1

October 6, 1938

E. C. HALL COMPANY
1160 Grant Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2109 which was awarded to you on September 29 by the Oregon State Highway Commission, covering the grading, surfacing, and oiling of the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 10M 5-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
OCT 6 1938
FOR FILING

147-H-1

October 4th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The assignment of R. B. Gould to the Brothers-Harney County Line grading, surfacing and oiling project is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 3 1938
FOR FILING

147-74-1

October 1, 1938

NOTED
State Highway Engineer

Mr. R. H. Baldock ✓
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pending your approval, we have assigned Mr. R. B. Gould the residency on the BROTHERS-HARNEY COUNTY LINE grading, surfacing and oiling project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:f

cc-Mr. R.B.Gould

RECEIVED
OCT 1 1938
FOR FILING

72147-H-1

September 30, 1938

Mr. E. C. Hall
1160 Grant St.
Eugene, Oregon

Dear Sir:

The State Highway Commission on September 29, 1938, awarded you the contract for 28.1 miles grading, 40.9 miles surfacing and oiling on the Brothers-Harney County Line Section of the Central Oregon Highway, in Deschutes and Lake Counties. This award was based on your low bid of $174,821.30 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

Secretary

MC:AM

cc - Mr. S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 147-H-1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

September 29, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 147-H (1), 148-B (2) and 148-C (2), the Brothers-Harney County Line section of the Central Oregon Highway, to E. C. Hall, Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 28

[illegible] Projects Priced

147-H-1

September 26, 1948

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: ~~Mr. H. G. Smith~~

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we submit herewith the following estimate, for comparison of bids, on the BROTHERS-HARNEY COUNTY LINE section of the Central Oregon Highway:

Item No.	Item				Unit Price	Amount
1.	Trench Excavation	500	cu. yds.	@	1.00	500.
2.	Common Excavation	244,000	cu. yds.	@	0.14	34,160.00
3.	Solid Rock Excavation	11,600	cu. yds.	@	1.25	14,500.00
4.	Truck Haul	24,000	yd. mi.	@	0.13	3,120.00
5.	Finishing Roadbed & Slopes	28.12	miles	@	150.00	4,218.00
6.	18-inch Concrete Pipe	144	lin. ft.	@	2.25	324.00
7.	24-inch Concrete Pipe	54	" "	@	3.25	175.50
8.	48-inch Concrete Pipe	20	" "	@	9.05	181.00
9.	18-inch Corrugated Iron Pipe	1,940	" "	@	2.00	3,880.00
10.	24-inch " " "	410	" "	@	3.25	1,332.50
11.	30-inch Corrugated Iron Pipe	70	" "	@	4.10	287.00
12.	Salvaging Culvert Pipe	840	" "	@	0.80	672.00
13.	Removal of Overburden	43,000	cu. yds.	@	0.12	5,160.00
14.	Pit-run Gravel Surfacing	125,000	" "	@	0.18	22,500.00
15.	Hauling Surfacing Materials	402,000	yd. mi.	@	0.08	32,160.00
16.	Preparation of Base	40.9	miles	@	150.00	6,135.00
17.	SC-2 Road Oil in Place	610	tons	@	24.50	14,945.00
18.	SC-6 Road Oil in Place	630	"	@	25.00	15,750.00
	Total amount of Estimate					$ 160,000.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

141-H

September 23, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed 15 copies of special provision page number 3 for the Brothers-Harney County Line Section, F. A. Projects Nos. 147-H (1), 148-B (2) and 148-C (2), which page contains the following changes to clarify the basis of payment for construction of relief ditches and other ditches:

1. Under the subheading "Classification," item numbered "5" of the "trench excavation" classifications has been eliminated in its entirety.

2. Immediately preceding the last paragraph under the subheading "Classification," the following paragraph has been added:

> "Excavation for inlet and outlet ditches of lengths exceeding fifty (50) feet, and excavation for irrigation ditches, open drain ditches and relief ditches will not be classed as "Trench Excavation."

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

FORM 5-B-1 2M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
SEP 24 1938
FOR FILING

September 21st
1938

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
22 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. S. H. Probert ✓

Dear Sir:

Reference is made to the special provisions, informational copy, on the BROTHERS-HARNEY COUNTY LINE section of the Central Oregon Highway, Page 5, under "Basis of Payment for Construction of Relief Ditches".

It is noted that the provisions specify that excavation work involved in the construction of relief ditches will be made on the basis of payment as specified for construction of the main highway roadbed. While on Page 3, under the specification "Construction of Main Highway Roadbed", Item #5, it is indicated that payment will be made for open drain ditches, inlet and outlet ditches exceeding 50 ft., in length, as "Trench Excavation" where the work involved does not exceed one-half cubic yard per linear foot.

This brings up the question of whether or not it is intended to pay for "relief ditch excavation across short, lightly constructed sections as "Trench Excavation" and in other sections where rock is encountered as "Solid Rock" and "Common Excavation" as the case may be.

We would like to recommend that this item be clarified and that no trench excavation be allowed for the construction of relief ditches regardless of the quantities per linear ft., involved.

Very truly yours,

PAUL VAN SCOY
Acting Division Engineer

By: R. M. Smith
R. M. Smith

RMS:f

cc-Mr. H. G. Smith

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 148-C (2), the Lake County Line section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 148-^{B} (2), the Hampton-Lake County Line section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

We compute the length of the project from the detail plans to be 14.139 miles. Please check this figure, and use it in preparing future estimates if correct.

?
14,136 correct

Plan sheet No. 3 shows the project beginning on the line between Sections 29 and 30, whereas it should be between 24 and 19.

We note that the proposal item quantity for "Hauling Surfacing Material" is shown as 402,000 yd. miles, whereas the total amount on the individual estimates for this contract is 392,000 yd. miles.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 147-H-1

POST OFFICE BUILDING
PORTLAND, OREGON

September 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 147-H (1), the Brothers-Hampton section of the Central Oregon Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch
W. H. LYNCH
District Engineer

148

September 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Lake County Section, Project No. FA 148-C (2).

Five bid proposals and two sets of blueprint plans are being sent under separate cover. The additional three sets of plans required will be sent to-morrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 148-C (2)

LAKE COUNTY LINE SECTION

OF THE CENTRAL OREGON HIGHWAY IN LAKE COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 2, 1938

110	cu. yds.	Trench Excavation	$ 1.00	$ 110.00
59,000	cu. yds.	Common Excavation	.16	9,440.00
7,500	cu. yds.	Solid Rock Excavation	1.25	9,375.00
4,000	yd. mi.	Truck Haul	.13	520.00
7.50	miles	Finishing Roadbed and Slopes	150.00	1,125.00
120	lin. ft.	18" Concrete Pipe	2.00	240.00
24	lin. ft.	24" Concrete Pipe	3.25	78.00
20	lin. ft.	48" Concrete Pipe	9.00	180.00
190	lin. ft.	18" Corr. Iron Pipe	2.00	380.00
110	lin. ft.	24" Corr. Iron Pipe	3.25	357.50
100	lin. ft.	Salvaging Culvert Pipe	.80	80.00
15,000	cu. yds.	Removal of Overburden	.12	1,800.00
45,000	cu. yds.	Pit-run Gravel Surfacing	.20	9,000.00
117,000	yd. mi.	Hauling Surfacing Materials	.08	9,360.00
14.37	miles	Preparation of Base	150.00	2,155.50
214	tons	SC-2 Road Oil in Place	23.50	5,029.00
220	tons	SC-6 Road Oil in Place	24.00	5,280.00
			Subtotal	$ 54,510
			10% Engr. & Cont.	5,451
			Total	$ 59,961

Length　14.368 miles
Cost per mile　$ 4,173

Federal Aid Funds Requested- -	$ 36,580
State Funds- -	23,381
	$ 59,961

September 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Hampton-Lake County Line Section, Project No. FA 148-B (2).

Five bid proposals and two sets of blueprint plans are being sent under separate cover. The additional three sets of plans required will be sent to-morrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 148-B (2)

HAMPTON-LAKE COUNTY LINE SECTION

OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 2, 1938

190	cu. yds.	Trench Excavation	$ 1.00	$ 190.00
102,000	cu. yds.	Common Excavation	0.16	16,320.00
1,100	cu. yds.	Solid Rock Excavation	1.25	1,375.00
12,000	yd. mi.	Truck Haul	0.13	1,560.00
11.77	miles	Finishing Roadbed and Slopes	150.00	1,765.50
24	lin. ft.	18" Concrete Pipe	2.00	48.00
30	lin. ft.	24" Concrete Pipe	3.25	97.50
800	lin. ft.	18" Corrugated Iron Pipe	2.00	1,600.00
200	lin. ft.	24" Corrugated Iron Pipe	3.25	650.00
540	lin. ft.	Salvaging Culvert Pipe	0.80	432.00
15,400	cu. yds.	Removal of Overburden	0.12	1,848.00
44,000	cu. yds.	Pit-run Gravel Surfacing	0.20	8,800.00
115,000	yd. mi.	Hauling Surfacing Materials	0.08	9,200.00
14.14	miles	Preparation of Base	150.00	2,121.00
212	tons	SC-2 Road Oil in Place	23.50	4,982.00
220	tons	SC-6 Road Oil in Place	24.00	5,280.00
		Subtotal		$56,269
		10% Engr. & Cont.		5,626
		Total		$61,895

Length	14.136 miles
Cost per mile	$4,378

Federal Aid Funds Requested- -	$37,760
State Funds- -	24,135
	$61,895

147-H-1

September 2, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Brothers-Hampton Section, Project No. FA 147-H (1).

Five bid proposals and two sets of blueprint plans are being sent under separate cover. The additional three sets of plans required will be sent to-morrow.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department   Federal Aid Project No. 147-H (1)

BROTHERS-HAMPTON SECTION

OF THE CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 2, 1938

200	cu. yds.	Trench Excavation	$ 1.00	$ 200.00
83,000	cu. yds.	Common Excavation	.16	13,280.00
3,000	cu. yds.	Solid Rock Excavation	1.25	3,750.00
8,000	yd. mi.	Truck Haul	.13	1,040.00
8.85	miles	Finishing Roadbed and Slopes	150.00	1,327.50
950	lin. ft.	18" Corr. Iron Pipe	2.00	1,900.00
100	lin. ft.	24" Corr. Iron Pipe	3.25	325.00
70	lin. ft.	30" Corr. Iron Pipe	4.25	297.50
200	lin. ft.	Salvaging Culvert Pipe	.80	160.00
12,600	cu. yds.	Removal of Overburden	.12	1,512.00
36,000	cu. yds.	Pit-run Gravel Surfacing	.20	7,200.00
160,000	yd. mi.	Hauling Surfacing Materials	.08	12,800.00
12.39	miles	Preparation of Base	150.00	1,858.50
184	tons	SC-2 Road Oil in Place	23.50	4,324.00
190	tons	SC-6 Road Oil in Place	24.00	4,560.00
			Subtotal	$ 54,534
			10% Engr. & Cont.	5,453
			Total	$ 59,987

Length	12.389 miles
Cost per mile	$ 4,841

Federal Aid Funds Requested- -	$ 36,600
State Funds- -	23,987
	$ 59,987

FORM 5-A-1 40M 5-33

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

AUG 24 1938
FOR FILING

August 22nd, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

When you receive the plans for the Brothers-Harney County Line Section you will note that the disposition of the material from the drainage ditches has been changed, as submitted by Mr. Gould, to require more of the material to be placed in highway embankments instead of wasted. This change was made in the drafting department without anyone's authorization as they were afraid that the waste would be objected to by the Bureau.

This theory is untenable as the Bureau would certainly approve the most economical disposition of the material, but as we have no knowledge of the equipment which the contractor will use, it does not seem to materially affect the cost either way; therefore, in order to avoid remaking the plans I have approved them as changed in the drafting department.

If you find any of the plans impractical, they may be adjusted during construction.

Very truly yours,

R. H. BALDOCK
S TATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 1 1938
FOR FILING

Const
Bracket
Const Engr

July 30th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Replying to your letter of the 29th instant relative to the float rock item on the BROTHERS-HARNEY COUNTY LINE section, Central Oregon Highway proposed project.

We call your attention to our letter of transmittal of July 13th in which we stated that it had been decided not to include the float rock item. We therefore, recommend that all reference to this work be eliminated from the plans and specifications.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

NOTED

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED

July 29th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I note on the map and profile of the Brothers-Harney County Line Section, provision for long piles of "float rock", and it appears to me that since there is nothing in the specifications about this rock, this plan has been abandoned; and all reference to such sites should be removed from the map and profile, there being nothing in the estimate to cover the disposal of "float rock".

Will you kindly advise by return mail in order that we can complete the work in the drafting department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 18 1938
FOR FILING

[illegible]

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

July 15th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the special provisions of the BROTHERS-HARNEY COUNTY LINE project on the Central Oregon Highway which was submitted to your office under date of July 13th.

We are enclosing herewith a supplemental item covering measurement and payment for pitrun gravel surfacing substituting the measurement of the materials in their original position prior to excavation rather than measurement in the trucks and the leveling off of the loads.

Please strike out the last item of the special provisions regarding truck loads to be leveled as measurement in place makes this unnecessary.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM S-A-1 2M 1-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JUL 2 1938
FOR FILING

IN REPLY PLEASE
REFER TO FILE NO.

June 27th
1938

[illegible] 1938 [illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are this date forwarding to your office the following right of way data pertaining to the proposed Central Oregon Highway, Brothers-Harney County Line section construction project:

1 Copy of Locating Engineer's Right of Way Report
7 Standard Tracing Cloth Sketch Maps
58 Property Descriptions
58 Statements of Information
58 Request for Authority to Open Negotiations
3 400' Scale alignment maps
1 Copy of Locating Engineer's Letter of Explanations.

Very truly yours,

NOTED
[illegible] Highway Engineer

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

CONTRACT# [redacted] 2110

FAGM 56-D(1) Albany Sec., Pacific Hwy. 1938
East CANAL
#2110

RECEIVED
MAY 31 1939

[illegible] 6-D-1

May 29, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2110, for the construction of the Albany Section of the Pacific Highway East in Linn County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors on or after June 8, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $5,676.59, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 3 - 1939
FOR FILING

56-D1

May 2, 1939

HANSEN & ROWLAND, INC.
Washington Building
Tacoma, Washington

Attention A. Van R. Schermerhorn
Mgr. Surety Bond Department

Gentlemen:

Reference is made to your letter of May 1, concerning the Mountain States Construction Company contract, No. 2110, Albany Section, Pacific Highway East, in Linn County - FAGM 56-D(1).

You are advised that the questionnaire which we recently returned to you in connection with this project was in error. The total amount earned to date in connection with this contract is $5,308.50; the retained percentage is $481.69; and the total paid to date is $4,826.81. The project is approximately 82% completed, and the date of completion is June 1, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2110

RECEIVED
MAY 2 - 1939
OREGON
STATE HIGHWAY COMMISSION

HANSEN & ROWLAND INC.
GENERAL AGENTS
TACOMA - SEATTLE - PORTLAND
SURETY BONDS GENERAL INSURANCE
TACOMA, WASHINGTON

H. T. HANSEN, PRES.
I. G. ROWLAND, SECY

May 1, 1939

THIS COMMUNICATION IF SIGNED AS AGENT OR AGENTS SHALL BIND IN SUCH CAPACITY ONLY.
PLEASE ADDRESS ALL COMMUNICATIONS TO HANSEN & ROWLAND INC., NOT TO INDIVIDUALS.

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

RE: BOND NO. 47835 - MOUNTAIN STATES CONSTRUCTION CO. to STATE OF OREGON - Albany Section of Pacific Highway, Linn County, Oregon, Your Contract No. 2110.

On April 17th we sent you one of our questionnaires for completion in connection with the progress of work on the above captioned contract, and we have today received your reply.

However, we note that in reply to the query as to total value of work performed to date of the last estimate April 18, 1939, you have stated this amount to be $11,635.31. Inasmuch as the total amount of the contract is only $6422.50 we wish to inquire whether there is an exceptionally large overrun on the job, or whether it is possible the figure given refers to some other contract for this principal.

We will appreciate your early reply.

Very truly yours

HANSEN & ROWLAND, INC.
General Agents

By
A. Van R. Schermerhorn
Mgr. Surety Bond Dept.

Jan. 15

E - $5,308.50
R - $ 481.69
P - $4,826.81

AVRS:MEH

8270

FORM 5-5-1 3300 10-33
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
APR 2[illegible] 1939

56-6-1

April 25, 1939

NOTED
C. B. McCullough

Mr. A. K. McMahan
Attorney at Law
First National Bank Bldg.
Albany, Oregon

Dear Mr. McMahan:

Reference is made to our telephone conversation at the last meeting of the Highway Commission and also to copy of letter which we sent you under date of April tenth relative to repair of sidewalk and curb on the Jensen property at Albany.

We now are in receipt of a communication from Mr. F. D. Eason, Division Engineer, a part of which reads as follows:

> " * * I wish to advise that the repair of this pavement (sidewalk and curb) has already been completed as part of the required work in connection with the canal and railroad change contract No. 2110. The work could not be completed earlier because of the bad weather conditions during the winter period."

It would appear from this letter that the matter has now been taken care of and we trust that it can be considered as satisfactorily closed.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. C. B. McCullough
Mr. F. D. Eason
Mr. H. G. Smith

H. G. Smith

Form 338—5M—7-38

36-D-1

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

RECEIVED
APR 24 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

For Week Ending April 22, 1939

Section Albany

Kind of work Canal & R.R.Roadbed Const.

Highway Pacific East

Section prefix 22-1022

Contractor MT. States Const. Co.

Contract number 2110

Date of contract ~~[illegible]~~ Sept. 29, 1938

Date of completion ~~[illegible]~~ Dec. 31, 1938

Date work started October 4, 1938

Estimated date of completion April 22, 1939

Amount of contract . . . . $ 6,422.50

Per cent of time elapsed 100+ %

Estimated cost of completed project, exclusive of engineering . . . . $ 6,649.90

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1280, 20 %

Date project was completed April 22, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job completed this date (April 22,1939.)

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

Signed R.A. [illegible]

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day	1				
Hours per shift	8				
Average force on project for week	1				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					1	3
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	Cloudy		
Saturday	"		

FORM 5-K-1 2500 10-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

7(12)M 46-D-1

April 10, 1939

Mr. H. G. Smith
Construction Engineer
Office

NOTED
Asst. State Highway Engineer

Dear Sir:

At the last meeting of the Highway Commission Mr. A. K. McMahan, Attorney at Law, Albany, called me at Portland with reference to the Jensen property in Lots 2 and 3 of Block 53, Hackleman's Second Addition, which property is on the east leg of the railroad wye.

Mr. McMahan advised that during our operations in that vicinity trucks broke down the pavement along the front of not only the small portion of Lots 1 and 2 which we are to convey to Mr. Jensen but also in front of his garage driveway.

Mr. McMahan expressed some fear that all of the damaged sidewalk would not be properly taken care of and I advised him that the matter would be called to your attention.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough
Mr. A. K. McMahan

FORM 2-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 13th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

ED
Highway Engineer

Dear Sir:

Your concurrence is requested in an extension of time to the Mountain States Construction Company on the Canal and Railroad Construction Project in Albany, Contract No. 2110, F.A.G.M. 56-D (1), to June 1st, without penalty.

The original time limit on this contract was December 31st. Due to delays by the railroad company in performing work necessary to carry on the contract work and also due to the delay in installing the new water main and removing the old water main, which work had to be coordinated with the contract work, it was impossible for the contractor to proceed in an orderly manner and complete this work as contemplated, by December 31st. Intermittent work continued until January 16th.

As stated by the contractor in his letter of request, there still remains some little work to do in the spring in the way of smoothing up the newly macadamized streets and reconstructing a piece of curb and constructing a small section of sidewalk. This work cannot be done at this time in a satisfactory manner, and we have asked the contractor to discontinue any further work until some suitable time in the spring when he will complete same at our request. The contractor has been given a shutdown order until such time as it is deemed advisable to complete these items.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 10, 1939

IN REPLY PLEASE REFER TO FILE NO.
22-1021

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED

Attention: Mr. H. G. Smith.

Dear Sir:

Herewith a request from the Mountain States Construction Company, with consent of surety, for an extension of time on their Canal and Railroad Construction Project in Albany, Contract No. 2110.

The original time limit on this contract was December 31st. Due to delays by the railroad company in performing work necessary to carry on the contract work and also due to the delay in installing the new water main and removing the old water main, which work had to be coordinated with the contract work, it was impossible for the contractor to proceed in an orderly manner and complete this work as contemplated, by December 31st. Intermittent work continued until January 16th.

As stated by the contractor in his letter of request, there still remains some little work to do in the spring in the way of smoothing up the newly macadamized streets and reconstructing a piece of curb and constructing a small section of sidewalk. This work can not be done at this time in a satisfactory manner, and we have asked the contractor to discontinue any further work until some suitable time in the spring when he will complete same at our request. The contractor has been given a shutdown order until such time as it is deemed advisable to complete these items.

It is recommended, in view of the facts as stated, that the time extension be given to the contractor without penalty for the period covered from January 1st to January 16th, inclusive, and a 2-week period later in the spring at the expiration of the shutdown order. This will be a total of 30 days' extension on his contract.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock
Mr. H. B. Glaisyer

#2110

Eugene, Oregon.

5

Feb 3, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

Re: Canal & Railroad Roadbed Job #2110.

In addition to the request for a Shut down order of December 30th, 1938 we respectfully request an extention of completion time on the above mentioned project of 30 days due to the fact that the railroad on Railroad Street was not moved until December 8th and since that time until December 30th it had been so wet and muddy that it was impossible to do a good job of surfacing, also due to the continued wet weather we lost about 100 feet of curb which cannot be replaced on proper foundation before spring.

As you will note we did some work from Jan 9th to the 16th, after the request for the shut down, and wish to advise you that the weather conditions at that time had improved to such an extent that we proceeded to put Jackson and Railroad street in better condition for travel until such time as the work can be completed in the spring.

Since doing this work in January it will require ten days to finish our contract in the spring when you deem it advisable to finish.

Yours very truly,

File
Original filed in Contract.

MOUNTAIN STATES CONSTRUCTION CO.

By Fred H Lindsay
Partner.

February 6, 1939

The Maryland Casualty Company, surety on the bond of the Mountain States Construction Co., guaranteeing its contract with the State of Oregon for canal and railroad roadbed, Contract No. 2110, Linn County, Oregon, hereby consents to the granting of an extension of time for completion of the above mentioned contract for a period of 30 days.

MARYLAND CASUALTY COMPANY
By
Attorney in Fact

AVRS:MEH

5

FORM 2-K-1 5M 10-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

~~H. B. GLAISYER, SECRETARY~~

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 29 1938
FOR FILING

November 28, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,

Office.

Dear Sir:

I have just received a letter from the Southern Pacific Company and am advised that a copy has gone to the Mountain States Construction Company, in which letter we are advised that the contractor's insurance furnished by the Mountain States Construction Company in connection with the work at Albany is satisfactory and the company advises that work may proceed on that project.

Yours very truly,

JMD
J. M. DEVERS

JMD:PW

cc H. G. Smith
G. S. Paxson

NOTED
C. B. McCULLOUGH

RECEIVED
OCT 21 1938
FOR FILING
72JM156-G-1

October 21, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today, by express, one fully executed copy of contract No. 2110 awarded to you on September 29, 1938, for canal and railroad roadbed construction on the Albany Section of the Pacific Highway East, in Linn County. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

RECEIVED
OCT 10 1938
FOR FILING

October 8, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2120 which was awarded to you on September 29 by the Oregon State Highway Commission, covering the Canal and Railroad Roadbed Construction on the Albany Section of the Pacific Highway East, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the printed GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
OCT 1 1938
FOR FILING

7agu15L-8-1

September 30, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 29, 1938, awarded you the contract for construction of 1,300 lin. ft. of canal and 3,015 lin ft. of railroad roadbed on the Albany Section of the Pacific Highway East, in Linn County. This award was based on your low bid of $6,422.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

HG:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
SEP 17 1938
FOR FILING

2.2-1021

September 16, 1938

Mr. G. S. Paxson,
Bridge Engineer
OFFICE

Dear Sir:

I am handing you, herewith, three fully executed copies of the agreement between the State Highway Commission and the Mountain States Power Company covering the revision of the company's water line adjacent to the Albany grade separation project. I have kept the original of this agreement for the Commission's files and have sent one copy to the Mountain States Power Company. The attached copies are sent to you for further disposal.

Yours very truly,

Secretary

HBG:MC

encl.

RECEIVED
SEP 17 1938
FOR FILING

September 16, 1938

Mountain States Power Co.,
Albany, Oregon

Attention: Mr. Z. E. Merrill

Gentlemen:

I am handing you, herewith, fully executed copy of the agreement between the State Highway Commission and the Mountain States Power Company covering the revision of the company's water line adjacent to the Albany grade separation project.

This copy is for your records and files.

Yours very truly,

HBG:MC

Secretary

encl.

FORM 2-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

RECEIVED
SEP 14
FOR FILING

Const
Projects
Grade Crossing

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 12, 1938

Mountain States Power Company

Albany, Oregon

Attention: Mr. R. C. Sipe

NOTED
State Highway Engineer

Gentlemen:

We are advertising for and expect to award a contract for the realignment of the Santiam Canal in connection with the Albany Overcrossing project on September 29th. Your work in changing the location of this pipe line must be coordinated with the work of the contractor who relocates the canal.

In conformance with the recently executed agreement between the Mountain States Power Company and the State covering the revision of the water mains, I am now advising that the project is to go ahead and that you are to take the necessary steps to do the work which this agreement specifies is to be done by your forces.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc S. H. Probert
R. H. Baldock

FORM 2-E-1 1M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 14
FOR FILING

Const
Projects
Grade Crossing

NOT:
State Highway Eng

September 12, 1938

Southern Pacific Company
Union Station
Portland, Oregon

Attention: Mr. E. L. King

Gentlemen:

Our first contract on the Albany Overcrossing project will include the revision of the Santiam Canal. This in turn will necessitate the revision of such of your tracks as lie north of your main line. The work which is to be done by your forces must be coordinated with the work of the contractor who makes the ditch revision, and I would ask that you be prepared to go ahead with your work in conjunction with the contract work. We are advertising for bids and expect to let the contract for this ditch work on September 29th, and work will undoubtedly start immediately thereafter.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

GSP DK
cc S. H. Probert
R. H. Baldock

RECEIVED
SEP 16 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. [illegible]

POST OFFICE BUILDING
PORTLAND, OREGON

September 1 0, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.&E. documents for Oregon Federal Aid Grade Crossing project FAGM 56-D (1), the Albany section of the Pacific Highway, overcrossing of the Southern Pacific Railway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Approval of the work submitted is subject to the submission of further P.S.& E. to provide for a complete project.

Very truly yours,

W. H. Lynch

W. H. LYNCH
District Engineer

Davis says OK to
go ahead with force
account work of Mt.
States Co. and S.P.Co.

FORM 2-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 10 1938
FOR FILING

Const
Projects
Grade Crossing

September 7, 1938

Mr. H. B. Glaisyer
Secretary
Office

NOTED
tate Highway Engineer

Dear Sir:

Herewith five copies of the agreement between the Mountain States Power Company and the State covering the revision of the power company's water line adjacent to the Albany grade separation project. These have been signed by Mr. E. E. Merrill, president of the Mountain States Power Company, and are ready for execution by the Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
Attachments
cc R. H. Baldock

FORM 8-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
JUL 2 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Canal
Project
Municipal

July 1,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer,
Salem, Ore.

NOTED
State Highway Engineer

Dear Sir:

Please work with Mr. Paxson in preparing the plans and specifications for a portion of the Albany job to include the reconstrudtion of the canal, the relaying of the water mains and reconstruction of the Corvallis branch and any of the tracks which interfere with the reconstrastion of the canal.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock ✓
G. S. Paxson

FORM 8-A-1 10M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Current
Grade Crossing

March 30th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
State Highway Engineer

Mr. G. B. Paxson
Bridge Engineer
Office

Dear Sir:

In regard to Mr. DeSouza's suggestion that I attend the Albany Overcrossing Hearing at 11 A.M. on April 4th, at the Court House in Albany, I would appreciate it if you could arrange to attend as you are more familiar with the matters which took place at the first hearing, and I have arranged a trip to eastern Oregon which has already been deferred one week and cannot be again postponed.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 3-A-1 1M 11-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

Court Franchising

March 30th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. F. D. Eason
Division Engineer
Office

NOTED
State Highway Engineer

Dear Sir:

Will you kindly attend the Albany Overcrossing hearing at 11 A.M. on April 4th, at the Court House in Albany, as I have made arrangements for a trip to eastern Oregon next week.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
J. W. DeSousa

FORM 2-5-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

[illegible]

March 14, 1938

Mr. H. B. Glaisyer
Secretary
Office

NOTED
State Highway Engineer

Dear Sir:

With reference to your letter of March 11th concerning the agreement with the Mountain States Power Company for the revision of their facilities made necessary by the proposed Albany Overcrossing. I can advise that this was sent to Mr. Marks, attorney for the power company before the last Commission meeting with a request that it be executed on behalf of the company. Mr. Marks advises that the provisions of the agreement meet with his approval; however, he has not returned the executed agreement.

The Mountain States Power Company is now going through bankruptcy procedings and it is possible that they are not in a position to execute the agreement at the present time. Mr. DeSouza is writing Mr. Marks asking for further information.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
cc R. H. Baldock
J. W. DeSouza

REFERRED TO
Mr Baldock
BY SECRETARY

Corre.
Projects
Albany [illegible]

March 11, 1938

Mr. O. E. Paxson
Bridge Engineer
OFFICE

Dear Sir:

Mr. Baldock has asked me to call your attention to the attached excerpt from the Highway Commission minutes of December 21, 1937, with reference to an agreement between the Commission and the Mountain States Power Company covering reimbursement to the company for the cost of revising its facilities that are affected by the construction of the proposed Albany railroad grade separation project.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

FORM [illegible] 11-27

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 14th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Const [illegible]

Mr. F. D. Eason
Division Engineer
C i t y

Dear Sir:

Herewith please find map of the Albany Overcrossing showing in red the railroad tracks which are to be removed and in yellow those which are to be replaced. Please furnish an estimate of cost to resurface the streets in kind with the existing surface over these sections which are to be changed, and advise whether the resufacing should be included in the contract, done by State Forces or done by the railroad as part of their track removal and replacement.

It is my idea that it should be included in the contract with the proviso which we sometimes use that the State maintenance material crews will furnish and lay the material at a fixed price per ton.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

1M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 1, 1938

Corr [illegible]

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. W. Libby.

Dear Sir:

Herewith an estimate of the work required to construct the ramp from Thurston Street in Albany to the proposed highway on 8th Street to accommodate the traffic from 9th Street which may wish to travel north on the highway. This estimate is made up from the quantities as determined by Mr. Heupermann.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc R. H. Baldock
J. W. DeSouza

THURSTON STREET RAMP IN ALBANY

Embankment in Place	230 cu. yds.	$ .40	$ 92.00
Concrete Curb	3 " "	13.50	40.50
12-inch Pipe	61 lin. ft.	1.25	76.25
Trench Excavation	7 cu. yds.	1.00	7.00
Catch Basins	1 only	22.00	22.00
Gravel Subbase	19 cu. yds.	.60	11.40
Rock Base	13 " "	1.50	19.50
Asphalt Pavement, Class "A"	96 tons	6.50	624.00
Cutback Top	27 "	6.50	175.50
			$1,068.15
	Plus 10 per cent		106.81
	Total		$1,174.96

Estimate of cost of ramp connection from 9th Street along Thurston to highway for traffic going north.

FORM 3-K-1 1500 10-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 12, 1958

NOTED
State Highway Engineer

Const. + Projects
Grade Crossings

Mr. G. S. Paxson
Bridge Engineer
Office

Dear Sir:

I have just received a telephone message from Mr. Paul Farrens in which he advised that Mr. Kirkbride has telegraphed to the effect that he has approved the revised plan for the spur track layout at the roundhouse on the Albany overcrossing project. It appears, however, that the question will have to be placed before the management of Southern Pacific Company and final word will be received within the next four or five days.

Mr. Farrens stated that in his opinion the company would not raise any objections to our petition and probably would not go to the trouble of filing an answer. With this thought in mind we discussed a tentative date of January 21st for the hearing. This appears to be satisfactory to the office of the Public Utilities Commissioner.

Copies of this letter are being sent to all who it is felt will be interested in the hearing so that tentative plans may be made for being present and making a proper record for the issuance of an order.

Although we have received no copy of the answer of the City of Albany, information has been secured to the effect that the City opposes the imposing of any liability for the maintenance of the lighting system and the furnishing of electrical energy. We should be prepared to meet this issue.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. R. H. Baldock ✓
Mr. H. G. Smith
Mr. John Beakey
Mr. F. D. Eason

CONTRACT# 2111

122-1020 Brownsville Section
Halsey-Sweet Home Secon. 1938

2-2111

CONTRACT# 2111

122-1020 Brownsville Section
Halsey-Sweet Home Secon. 1938

2111

122-1080

November 3, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2111, for the construction of the Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County, has been completed by the contractors, Mountain States Construction Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after November 13, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $22,885.34, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
OCT 6 - 1939
FOR FILING

122-1020

October 6, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc., Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Mountain States Construction Company on Contract No. 2111, Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. This payment will be made on or after October 16, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 220—5M—7-38

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 22, 1939

Section Brownsville

Kind of work Grading, Surfacing & Oiling

Highway Halsey-Sweet Home

Section prefix 122-1020

Contractor Mt. States Const. Co.

Contract number 2111

Date of contract Sept. 29, 1938

Date of completion July 15, 1939

Date work started October 4, 1938

Estimated date of completion July 19, 1939

Amount of contract . . . . $ 21,970.50

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering . . . . $ 22,500

Per cent of contract completed, based on total contract price . . . . 100 %

Engineering cost to date, $ 1450 , 6.6 %

Date project was completed July 19, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Job was completed on Wednesday by putting on the 2nd ~~x~~seal and trimming the shoulders.

RECEIVED
JUL 24 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED

NOTED
RAY WEBBER

NOTED
VAN SCOY

Signed R A Furrer

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

5

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVI

H. B. GLAISY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
NOV 25 1938
FOR FILING

122-1020

November 23, 1938

IN REPLY PLEASE REFER TO FILE NO. 122-1020

Mountain States Construction Company,
1644 Washington Street,
Eugene, Oregon.

Gentlemen:

All work on your contract No. 2111, Brownsville Section of the Halsey-Sweet Home Secondary Highway, is now complete except the application of the oil mat. This, in accordance with the provisions of your contract, can not be placed until after June 1st of next year. Your work is, therefore, automatically shut down from further operation until the application of the oil mat can be constructed.

In order to provide the best condition for the application of the oil mat, it is desired to keep the entire length of this new surfacing open and in use by traffic. The State will, therefore, assume the obligations of maintenance on this section from the 1st of December until such time as the oil work is started next June.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock
Mr. H. G. Smith
Mr. R. A. Furrow
U. S. Bureau of Public Roads

5

122-1020

November 22, 1938

Mr. H. LeRoy Straley
Acting Postmaster
Brownsville, Oregon

Dear Sir:

I have referred to Mr. F. D. Eason, Division Engineer, your letter of November 10 requesting the replacement of mail boxes which were removed during construction operations in the vicinity of Brownsville. Mr. Eason will give the matter his early attention.

Very truly yours,

State Highway Engineer

RHB:HL
cc Mr. F. D. Eason

RECEIVED
[illegible] 1938
STATE [illegible] OREGON

U. S. POST OFFICE
BROWNSVILLE, OREGON

November 10, 1938

State Highway Department,
Salem, Oregon

Gentlemen:

During the recent relocation of the highway thro South Brownsville, several mail boxes were removed and carried across the road by the highway crew. These boxes have not been replaced and complaints are being received from the patrons of the section affected.

Will you kindly issue instructions to the foreman in charge that these boxes may be replaced as speedily as possible?

Thanking you in advance, I am

Very truly yours,
H. Le Roy Straley
H. Le Roy Straley,
Acting Postmaster

3

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

November 3, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Honorable Mayor and City Council,
Brownsville,
Oregon.

Gentlemen:-

A short time ago I discussed with one of the members of your Council the necessity for removing your watermain which is now under the newly constructed roadbed from Main Street westerly for a distance.

It was explained that this main was the property of the City and its location along the State Highway was permitted by suffrance since no permit existed. The pipe, as I understood it, had been in place for 11 or 12 years, and its removal to a new location would not be justified.

The State could not buy new water pipe for the City under our contract, but we suggested that if the City would secure the pipe, that the State would supply the labor expense under our contract for the installation of a new line along that portion that now lies within the roadbed section. I think the total length was estimated at 360 feet.

We have the authority to proceed with the work of installing this new main if you desire to take advantage of this agreement. If not, I must advise you that the existence of this old main under the new highway is a hazard and will remain the responsibility of the City in case of a leakage or trouble. We cannot have the new pavement dug up and damaged should trouble occur at a later period, so that a new main a new location is inevitable, but unless you take advantage of the State's cooperation in the matter of labor at this time, you will have to assume the full expense of any repairs or changes subsequent to the completion of this contract.

Very truly yours,

F. D. Eason,
Division Engineer.

FDE:MP
cc H. G. Smith
R. H. Baldock
R. A. Furrow

RECEIVED
NOV 14 1938
FOR FILING
122-1020

November 12, 1938

Maryland Casualty Company
Hansen & Rowland, Agents
Washington Building
Tacoma, Washington

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2111 which was awarded to Mountain States Construction Company on September 29, 1938, for grading, surfacing and oiling the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this contract.

Very truly yours,

MC:AM

Secretary

RECEIVED
NOV 10 1938
FOR FILING

122-1020

November 10, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today, by express, a fully executed copy of Contract No. 2111 which was awarded to you on September 29, 1938, for grading, surfacing and oiling the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County. This is for your records and files.

Very truly yours,

Secretary

MC:AM

5

RECEIVED
NOV 3 1938
FOR FILING
122-1020

November 2, 1938

Mountain States Construction Company

Eugene, Oregon

Attention: W. G. Lindsay, Bookkeeper

Gentlemen:

Reply is made to your inquiry of October 31 as to when you may expect to receive copies of the Brownsville and Molalla contracts which were recently awarded to you by the State Highway Commission, being contracts No. 2111 and 2107 respectively.

These jobs, as you no doubt are aware, are P.W.A. projects and the signed contracts must be approved by the P.W.A. authorities before we can release them. The contracts have been signed by the State Highway Commission and are now in the hands of the P.W.A. authorities for final approval. We anticipate that they will be returned to us some time this week.

In accordance with the usual procedure, we will forward you an executed copy of each contract as soon as they are ready for distribution.

Needless to say, we regret exceedingly the delay in furnishing you with your signed copies but it is just one of those things that cannot be helped.

Very truly yours,

HEGAM

Secretary

MOUNTAIN STATES CONSTRUCTION CO.
GENERAL OFFICE: EUGENE, OREGON
PHONE 2897

RECEIVED
2 - 1938
STATE HIGHWAY COMMISSION

ADDRESS REPLY TO:
Eugene, Oregon.

October 31, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sir:

We haven't received our copies of contract on the Brownsville PWA and the Molalla Job. PWA 2107

2111 Kindly advise us when we may expect to get them.

Yours very truly,

Bookkeeper.

ANSWERED
H. B. GLAISYER

Files

RECEIVED
OCT 26 1938
FOR FILING

12 [illegible]

Eugene, Oregon.

Oct 14, 1938.

Oregon State Highway Commission,
Salem, Oregon.

Dear Sirs:

Re: Brownsville Section of the Halsey-
Sweet Home Secondary Highway Job #2111.

We request the privilege of paying our employees on the above mentioned job by check instead of cash for the reason that we haven't safe facilities for handling large sums of money at the job site.

We have made arrangements at Brownsville, Oregon for cashing our employee's checks whereby there will not be any exchange fee charged them.

Yours very truly

MOUNTAIN STATES CONSTRUCTION CO.

Lindsay

Bookkeeper.

cc.
Resident Engineer,

RECEIVED
OCT 7 1938
FOR FILING

123-102

October 6, 1938

MOUNTAIN STATES CONSTRUCTION COMPANY
1644 Washington Street
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2111 which was awarded to you on September 29, 1938, by the State Highway Commission, covering the grading, surfacing, and oiling of the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the following matters in the contract:

1. The non-collusion affidavit on page 3 of the Supplemental Instructions to Bidders. This must be fully executed along with the contract and bond.

2. Paragraph No. 2 of the mimeographed General Conditions, relating to insurance to be furnished by the contractor. Proof of such insurance must accompany the signed contracts when they are returned. This proof may consist of a copy of the policy and 5 copies of a certificate of insurance on such policy.

3. Paragraph on page 34 of the mimeographed pages, relating to payment by the contractor of amounts due hospital associations, etc.

4. Paragraph under Section 5 of the printed General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MC:MBL

FORM 2-S-1 1M 1-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 24 1938
FOR FILING

122-1120

October 4, 1938

Bureau of Public Roads
P.O. Box 3900
Portland, Oregon

Gentlemen:

Re: Brownsville Section
PWA Docket No. Oregon 1250-F

Enclosed we are sending you three certified copies of an excerpt from the minutes of the State Highway Commission relating to the award of the contract on the above-named job.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:TH
Enc.
cc: H. B. Glaisyer

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of a portion of the minutes of the Oregon State Highway Commission relating to the award of the contract covering the grading, surfacing, and oiling of the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County, as the same appears in the minutes of September 29, 1938, entered in Volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of the said minutes and of the whole thereof.

I also certify that the meeting of the Commission of September 29 was a regular meeting of the Oregon State Highway Commission and that all members were given due notice of meeting by letter on September 26, 1938.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon this first day of October, 1938.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

34

Portland, Oregon, September 29, 1938

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

At 3:00 o'clock p. m. Chairman Cabell announced the following awards of contracts and sale of buildings, bids for which were taken at the morning session, the awards having been previously approved by the Commission by unanimous vote:

"Molalla Section of the Woodburn-Mt. Hood Secondary Highway, in Clackamas County. 0.34 mile paving. The low bid for this project was that submitted by the Mountain States Construction Company, Eugene, at $12,286.00. The next low bid was that of the Oregon Contracting Company, Portland, at $12,427.00. There were two higher bidders. The Commission has awarded the contract to the low bidder, the Mountain States Construction Company, at its bid of $12,286.00.

* * * * *

"Construction of maintenance buildings at Suntex Junction and Brothers, on the Central Oregon Highway, in Deschutes and Harney Counties. The Commission received three bids for this project, the low one being that submitted by Henry C. Nelson, Bend, at $36,394.00. The second low bid was that of Allen V. Moore, Portland, at $39,180.97. The Commission has awarded this contract to the low bidder, Henry C. Nelson, at his bid of $36,394.00.

* * * * *

"Brownsville Section of Halsey-Sweet Home Secondary Highway, in Linn County. 1.14 miles grading, surfacing, and oiling. The low bid submitted for this project was that of the Mountain States Construction Company, Eugene, at $21,970.50. The next low bid was that of D. L. Ashton, Lebanon, at $23,545.00. There were six higher bidders. The Commission has awarded this contract to the low bidder, the Mountain States Construction Company, at its bid of $21,970.50.

* * * * *

RECEIVED
OCT 4 1938
FOR FILES
[illegible]

October 4, 1938

Mr. Charles Sterling
Halsey, Oregon

Dear Sir:

In response to your inquiry of October 1, you are advised that the contract for the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County, was awarded to the Mountain States Construction Company. Their headquarters address is Eugene, Oregon.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

sey, Ore Oct 1 /38

Gentlemen:--

Will you please mail me the name and addrsss of the successfull bider on the Halsey-Sweet Home Road 1¼ mile and the amount bid.

Yours Truly,

Chas. Sterling

Gentlemen:

The State Highway Commission on September 29, 1938, awarded you the contract for 1.14 miles grading, surfacing and oiling on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County. This award was based on your low bid of $21,970.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]

cc - Mr. S. H. Probert

RECEIVED
OCT 1 1938
FOR FILING

122-1020

September 30, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 29, 1938, awarded you the contract for 1.14 miles grading, surfacing and oiling on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County. This award was based on your low bid of $21,970.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[illegible]:AM

cc - Mr. S. H. Probert

RECEIVED
OCT 1 1938
FOR FILING

122-1020

September 30, 1938

Mountain States Construction Co.
1644 Washington Street
Eugene, Oregon

Gentlemen:

The State Highway Commission on September 29, 1938, awarded you the contract for 1.14 miles grading, surfacing and oiling on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County. This award was based on your low bid of $21,970.50 submitted on that date.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary

[redacted]

cc - Mr. E. H. Probert

RECEIVED
OCT 24 1938
FOR FILING

122-1220

Portland Ore.
(Place)

Sept 29, 1938
(Date)

Docket No. 1250-F

Mr. W. H. Lynch,
District Engineer
Bureau of Public Roads
Portland, Oregon.

Sir:

At a meeting of Oregon State Highway Commission, held Sept 29 1938
(Public body) (date)
it was ordered that the following proposed resolution be submitted to you for approval:

"WHEREAS, the bids received for the construction of Grading and surfacing
(Project)
at Brownsville, Oregon, have been duly opened, read and
(City and State)
compared, and it appears that Mountain States Construction Co.
is low bidder, after taking alternate deductions ____________; and

WHEREAS, such bid is within the available funds of $26,500.- ____________;

NOW, THEREFORE, BE IT RESOLVED, That the contract for the construction of said Brownsville grading and surfacing be and the same is hereby
(Project)
awarded to Mountain States Construction Co. for the sum of
____________ Dollars ($21,970.50)

This proposed resolution of award will be adopted immediately upon (but not before) receipt of your approval.

Very truly yours,

Oregon State Highway Commission
(Public Body)

By H B Glaisyer
(Title)
Secretary

Approved SEP 29 1938

W H Lynch
W. H. Lynch

RECEIVED
OCT 10 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 8, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1247-F,
Molalla Sec., Woodburn-Mt. Hood Hwy.
Clackamas County
Oregon PWS Docket 1250-F
Halsey-Sweet Home Sec. Hwy.
at Brownsville, Linn County

Dear Sir:

We enclose approved copies of Resolution of Award covering each of the above named dockets.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F. E. Andrews,
Sr. Hwy. Engr.

ENCLS.

FORM 2-E-1 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. MOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 14 1938
FOR

122-102

September 23, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Dear Sir:

Re: Brownsville Section
PWA Docket No. Oregon 1250-F

Enclosed find three certified copies of an excerpt from the minutes of the Commission adopting the wage rate for the above-named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:TH
Enc.
cc: H. B. Glaisyer ✓

Sept. 19 minutes

STATE OF OREGON)
} ss
COUNTY OF MARION)

I, H. B. GLAISYER, Secretary of the Oregon State Highway Commission, do hereby certify that the following excerpt of the minutes of the Oregon State Highway Commission, relating to the resolution of the Commission establishing wage rates to be paid by contractors for labor employed on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County, P.W.A. Docket No. Oregon 1250-F, as the same appears in the minutes of September 19, 1938, entered in Volume 23 of the minute book, wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on September 19, 1938, was a regular meeting of the Oregon State Highway Commission and that a quorum of the members of the Commission had due notice of said meeting, having been notified of same, by letter, on September 6, 1938.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this 22nd day of September, 1938.

H B Glaisyer
H. B. Glaisyer, Secretary of
OREGON STATE HIGHWAY COMMISSION

- - - - - - -

Portland, Oregon, September 19, 1938

The State Highway Commission met in regular session at 7:30 o'clock p. m. in Room 204, Benson Hotel. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * *

The Commission considered the adoption of minimum wage rates to be paid by contractors for labor employed on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, in Linn County, being P.W.A. Docket No. Oregon 1250-F. The following resolution in regard thereto was adopted by the unanimous vote of the Commissioners present:

7

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE BROWNSVILLE SECTION OF THE HALSEY-SWEET HOME SECONDARY HIGHWAY IN LINN COUNTY

PWA DOCKET NO. OREGON 1250-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Linn County which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed on Exhibit "A" attached hereto, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Shovel Operator	$1.20	Truck Driver (over 1½-ton manufacturer's rated capacity)	$0.75
Caterpillar Operator (Le Tourneau)	1.20	Distributor Operator	0.75
Retort Operator	0.85	Power Broom Operator	0.75
Mechanic	1.20	Leverman	0.75
Pumpman	1.00	Leader Operator	0.75
Boilerman	0.75	Miscellaneous Labor	0.50
Oiler	0.75	Retort Fireman	0.80
Blademan	0.75	Truck Driver (1½-ton manufacturer's rated capacity or less)	.50
Roller Operator	0.75		
Dumpman	0.75		

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual works as such.

Be It Further Resolved that there be transmitted with this resolution the substantiating data from which the foregoing determination is based.

RECEIVED
SEP 21 1938
FOR FILING
122-1029

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

September 19, 1938

RECEIVED
SEP 20 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1250-F,
Halsey-Sweet Home Sec. Hwy.,
at Brownsville, Linn County

Dear Sir:

You have been advised by Mr. C. C. Hockley, Regional Director, Region No. 7, PWA, under date of September 16, that this office has taken over for inspection and supervision the above designated docket project. It is requested that the inspection and procedure in connection with this project be of the same general character as is usual for regular Federal Aid work.

Yours very truly,

W H Lynch

W. H. LYNCH
District Engineer

Copy to Gardner
Sept. 20
SWP

SWP

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 16 1938
FOR FILING

122-1020

September 14th, 1938

Mr. F. R. Mason
Division Engineer
C i t y

NOTED
te Highway Engineer

Dear Sir:

In the negotiations for right of way on the Brownsville Section of the Halsey-Sweet Home Secondary Highway, $100.00 was to be paid to V. W. Mason for construction of an additional fill in the temporary drive to the Beatty property, and $100.00 was to be paid to A. H. Porter for the construction of temporary approaches to warehouse and other buildings made necessary because of the delay in construction of the new highway.

Will you please submit state force order to cover this work to show authorization for payment of these claims.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

(25)

September 9, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution prepared for the Commission's action which will effect the adoption of a wage scale for the Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County to be constructed as a PWA job. The information contained in this resolution has been gone over with the PWA labor man and he has advised us that it appears satisfactory to them; however, he will not give us a final decision until we forward the actual resolution. If the resolution meets with your approval, will you please hand it to the Secretary so that he may put it before the Commission at the next meeting.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

CAG DK
Attachment

APPROVED
JM Devers
ATTORNEY FOR HWY. COMM

m

FORM 2-S-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

122-1020

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 6, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Brownsville Section
Docket 1250-Y

Dear Sir:

Enclosed find three certified copies of the Commission minutes which set out the Commission's action with regard to the offer on the above named docket.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG DK
Enclosures
cc H. B. Glaisyer

STATE OF OREGON)
} ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission of the State of Oregon, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission entitled " A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES OF AMERICA TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF HIGHWAY IMPROVEMENTS ON THE HALSEY-SWEET HOME SECONDARY HIGHWAY AT BROWNSVILLE IN LINN COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR," as the same appears in the minutes of August 30, 1938, entered in Volume 23 of the minute book, wherein official acts of the Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of said portion of said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission on August 30, 1938, was a regular meeting of the Oregon State Highway Commission and that a quorum of the members of the Commission had due notice of said meeting and that said meeting was scheduled at its meeting held on August 4, 1938, at which meeting Commissioner E. B. Aldrich and F. L. Tou Velle, constituting a quorum of the members of the Commission were present and participated.

IN WITNESS WHEREOF I have hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this 6th day of September, 1938.

H B Glaisyer

H. B. Glaisyer, Secretary of
OREGON STATE HIGHWAY COMMISSION

C r C14b)

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES OF AMERICA TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF HIGHWAY IMPROVEMENTS ON THE HALSEY-SWEET HOME SECONDARY HIGHWAY AT BROWNSVILLE IN LINN COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of highway improvements on the Halsey-Sweet Home Secondary Highway at Brownsville in Linn County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 82750-213

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated August 18, 1938
Docket No. Oreg. 1250-F

"State Highway Commission of the State
of Oregon,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the construction of highway improvements on Halsey-Sweet Home Secondary Highway at Brownsville, including the acquisition of necessary lands and rights of way (herein called the "Project"), by making a grant to the State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $14,130.

"2. By acceptance of this Offer the applicant covenants to begin work on the Project as early as possible but in no event later than 10 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 10 months from the commencement of construction.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

"Federal Emergency Administrator
of Public Works

"By (Sgd.) H. A. Gray
Assistant Administrator"

be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than ten weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within ten months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorized and directed forthwith to send to the Federal Emergency

19

Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

As Chairman

EB Goodrich
As Commissioner

F L TouVelle
As Commissioner

RECEIVED
1938

4 k

122-1230

Pendleton, Oregon, August 30, 1938

The State Highway Commission met in regular session at 11:00 o'clock a. m. in the office of Commissioner E. B. Aldrich in the East Oregonian Building. Present were:

E. B. Aldrich, Commissioner and Acting Chairman
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the matter of accepting the offer of the United States of America, through the Federal Emergency Administration of Public Works, of grants to aid in financing the construction of a highway maintenance building at Albany, Oregon, and the construction of highway improvements on the Halsey-Sweet Home Secondary State Highway at Brownsville, in Linn County, and the acquisition of necessary lands and rights of way therefor. Commissioner Tou Velle moved the adoption of the following resolutions in regard thereto. After discussion, the motion was declared by Commissioner Aldrich to have passed by the unanimous vote of the Commissioners present:

[illegible]-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

(4)

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

August 25, 1938

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith six copies of a resolution accepting PWA grant on the Brownsville Section of the Halsey-Sweet Home Secondary Highway in Linn County. These have been examined by Mr. Devers and have his approval and are ready for execution by the Commission. This should be done at the August 30th meeting so that they can be presented to the PWA.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
Attachments
cc J. M. Devers
R. H. Baldock
S. H. Probert

M & A

123-4690

Grant
Project
PWA

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE 1201-S

WESTERN UNION

(17).

CLASS OF SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

RECEIVED
AUG 11 1938
FOR FILING

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

SYMBOLS

DL = Day Letter
NM = Night Message
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

Received at 437 State St., Salem, Org., Tel. 3171

PRU27 21 GOVT 3 EXTRA=SN WASHINGTON DC 1938 AUG 10 AM 8 17

NOTED
C R. McCullough

R H BALDOCK=
STATE HIGHWAY ENGR

PUBLIC WORKS ADMINISTRATION HAS APPROVED GRANT OF $14,130 FOR HIGHWAY IMPROVEMENT AT BROWNSVILLE, OREGON. DOCKET 1250=

ROBERT B PARKHAM CLERK TO SENATOR REMAS.

Noted Sd
Parson advised.

$14,130 1250.

THERE IS NO DEPENDABLE SUBSTITUTE FOR WESTERN UNION TIME

RECEIVED
JUL 29 1938
FOR FILING
Const
Projects
WPA

Main File

July 26, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Brownsville Section
Halsey-Sweet Home Highway
Docket No. Oregon 1280

Dear Mr. Hockley:

Reference is made to your letter of July 22, 1938, with regard to the excessive cost of right of way for this project.

We are enclosing six copies of a revised estimate for this docket whereon we have indicated the total cost of right of way, the amount eligible for grant base, the amount of grant requested and the amount of State funds necessary to complete the project. The State Highway Commission will, from its own funds, bear the right of way costs which are in excess of the amount on which the Public Works Administration can participate.

Very truly yours,

R. H. Baldock
State Highway Engineer

RECEIVED
JUL 25 1938
FOR FILING
[illegible]
WPA

12-1-38

July 23, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Docket No. Oregon 1250

Dear Mr. Hockley:

Our attention has been called to the fact that our application on the project for realignment and construction of the Halsey-Sweet Home Secondary Highway in Brownsville, Linn County, Oregon, contains an item of $14,000 for the acquisition of land for right of way and that this amount is in excess of the fifteen per cent of total project cost which is the limit for such items under the Public Works Administration rules. The State Highway Commission will, from its own funds, bear the right of way costs which are in excess of the amount which the Public Works Administration can participate. In line with this please revise the data supporting the grant application as shown on PWA Form No. 175 previously submitted, as follows:

3.	(a)	Preliminary expense	$ 50.00
	(b)	Right of way cost included in grant basis (Total estimated cost of right of way is $14,000. Cost over and above amount included in grant basis will be paid from State Funds).	4,705.15
	(c)	Construction items	25,106.50
	(d)	Engineering	1,506.00
		Total estimated cost of project (for grant basis)	$31,367.65
	(h)	Amount of funds to be furnished by applicant from sources other than the government	17,252.21
	(i)	Amount of grant requested	14,115.44

Very truly yours,

State Highway Engineer

CONTRACT# [redacted] 2112

20-1028 Eugene Traffic Signal System
1938

2112

20-10-8

July 28, 1939

Mr. C. M. Bryan, Recorder
City of Eugene
Eugene, Oregon

Dear Sir:

With reference to your letter of July 27th, we find that the voucher authorizing payment to the City of Eugene of $585.19 had passed out of our hands to the State Board of Control and Secretary of State on July 15th. It has been delayed with several other vouchers, but the warrant is expected very soon, as other payments are now being made, among which was your voucher.

It seems that unusual delays have occurred during the past month in securing the necessary signatures of the Commissioners, and in the routine work in the Secretary of State's office, where all warrants are issued. We are very sorry that this delay has caused you inconvenience. We are confident that the warrant will be going forward within the next few days; at least we will do all in our power to expedite it.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by L. K. Parsons/ER

cc Carl Smith

CITY OF EUGENE, OREGON
RECORDER'S OFFICE

C. M. BRYAN
RECORDER
MUNICIPAL JUDGE
PURCHASING AGENT

RECEIVED
JUL 28 1939
OREGON
STATE HIGHWAY COMMISSION

July 27, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: S. H. Probert

Gentlemen:

On June 22, we mailed to you the necessary papers signed for a refund from the State Highway Department to the City of Eugene on traffic light system installation. The refund was in the amount of $585.19.

It happens that we expended part of this amount for the replacement of equipment used in the Street Department and the same not coming from the General Fund of the city has caused an inconvenience to the merchant securing the same for the city.

I shall personally appreciate the earliest possible action on the part of the department in making this refund to the city.

Yours truly,

C M Bryan
City Recorder

CMB:ab

To Board of Control [illegible]

RECEIVED
JUL 1939

July 6, 1939

Mr. W. C. Crews,
OFFICE

Dear Sir:

I am handing to you herewith, for recording and transmittal to Mr. Hollenberg for deposit in the State Highway Fund, Cashier's Check No. 62575, in the amount of $5,000, drawn on The First National Bank of Eugene, under date of October 11, 1938.

This check was deposited by the City of Eugene in connection with traffic signal installations in that city, the contract for which work was awarded on October 13, 1938, to Castelloe & Stocker Company of Eugene.

Yours very truly,

HBG:MC

Secretary

encl.

P.S. The total cost of the City's share of this installation is $4,414.81, leaving a balance due them of $585.19 for which sum voucher No. 7093 is going through for payment.

CITY OF EUGENE, OREGON
RECORDER'S OFFICE

C. M. BRYAN
[redacted]
RECORDER
MUNICIPAL JUDGE

[redacted]

RECEIVED
OCT 13 1938
OREGON
STATE HIGHWAY COMMISSION

October
11
19 38

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Your representative, Mr. John Beakey, informs us that upon the recommendation of the State Highway Commission that the Castelloe & Stocker Electrical firm of Eugene, Oregon be granted the contract for the installation of automatic traffic control lights in the City of Eugene as per the contract existing between the Oregon State Highway Commission and the City of Eugene.

By action previously taken by the Council, Elisha Large, Mayor and C. M. Bryan, Recorder, hereby accept your recommendation and the contract of Castelloe & Stocker.

We hereby enclose a certified check in the sum of $5000.00 which is required according to the previously mentioned contract.

Hoping for an immediate and successful installation, we remain,

Yours very truly,

Elisha Large
Mayor

C. M. Bryan
Recorder

RECORDED
Date 10/12/38
By [illegible]
Delivered to [illegible]

REFERRED TO
SECR

REFERRED TO
Glanzer
State Highway Engineer

Hold check until
job is finished

FORM 2-T-1 1500 12-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DIVISION
SALEM

July 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough
Asst. State Highway Engineer
Office

NOTED
C. B. McCullough

Dear Sir:

I am returning herewith Voucher No. 7093 covering a reimbursement of $585.19 to the City of Eugene for that part of their $5,000 certified check not expended on the Eugene traffic signal job.

The amounts shown as expended by the City of Eugene were supported by an itemized statement submitted by Resident Engineer E. E. Umphlette. This statement shows quantities of excavation, patching, etc., but is not supported by wage rates or payrolls. This detailed statement is not attached to the voucher but is contained in the files in Mr. Probert's office. It is my understanding that the statement submitted by Mr. Umphlette is considered sufficient by Mr. Probert's office and that a more detailed statement is not necessary.

The settlement was checked by Mr. Parsons and approved by Mr. Probert, in accordance with what I believe is usual practice. However, if you believe a more detailed statement is necessary, please advise.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:JJ

NOTE:

In view of the foregoing, Voucher 7093 approved and signed July 8. (C.B.M.)

NOTED
C. B. McCullough

RECEIVED
JUN 29 1939
FOR

20-1038

June 28, 1939.

Mr. Beakey:

In accordance with the terms of the attached agreement (attached to voucher 7093) the City of Eugene was to furnish a detailed breakdown of their expenditures. They simply show trench excavation at $1269.84 and pavement patching at $959.11.

Don't you think we ought to have a further detailed cost record before paying this bill?

C. B. McCullough

CBM:AP

Form 338—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending May 6, 1939

Section City of Eugene

Kind of work Traffic Signal System

Highway Pacific

Section prefix 20-1028

Contractor Castelloe & Stoker Elec.

Contract number 2112

Date of contract Oct. 26, 1938

Date of completion Nov. 30, 1938

Date work started Oct. 28, 1938

Estimated date of completion Jan. 23, 1939

Amount of contract $7,741.00

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $7,741.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $401.46, 5 %

Date project was completed Jan. 23, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

-PROGRESS BY ENGINEER-

3 men, 3 days, compiling city costs for trenching and patching pavement.

Submitted costs of trenching and pavement patching by the City of Eugene to the Division Office May 5, 1939.

NOTED
RAY WEBBER

NOTED
H. W. LIBBY

NOTED
VAN SCOY

Signed E. E. Umphlette

Address Box 513 Eugene, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

RECEIVED
APR 21 1939
FOR FILING

20-1028

#2112

April 21, 1939

Hartford Accident & Indemnity Company,
Tromp & McKinley Agency, Agents,
Eugene, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2112, for the construction of a traffic Signal system on the highway route in the City of Eugene, in Lane County, has been completed by the contractors, Castelloe & Stocker Electric Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after May 1, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $7,741.00, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2112

RECEIVED
FEB 15 1939
FOR FILING

February 16, 1939

Hartford Accident & Indemnity Company,
Tromp & McKinley, Agents,
Eugene, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Castelloe & Stocker Electric Company on Contract No. 2112, for installing traffic signal system in the City of Eugene. This payment will be made on or after February 25, 1939

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JAN 28 1939
FOR FILING

#2112

December 17, 1938

CASTELLOE AND STOCKER
Eugene, Oregon

Gentlemen:

We are returning to you herewith letter of Tromp & McKinley Agency, Eugene, Oregon, dated December 3, consenting to an extension of time on your contract, No. 2112, covering the installation of traffic signals in Eugene.

You are advised that this letter cannot be accepted as consent of surety, because it is contingent upon there being no penalty, and we do not know now whether or not a penalty will be imposed. Will you please secure another letter from your surety company and request that they omit any reference to penalty in connection with the project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - John Beakey

RECEIVED
JAN 28 1939
FOR FILING

#2112

December 17, 1938

CASTELLOE AND STOCKER
Eugene, Oregon

Gentlemen:

We are returning to you herewith letter of Tromp & McKinley Agency, Eugene, Oregon, dated December 3, consenting to an extension of time on your contract, No. 2112, covering the installation of traffic signals in Eugene.

You are advised that this letter cannot be accepted as consent of surety, because it is contingent upon there being no penalty, and we do not know now whether or not a penalty will be imposed. Will you please secure another letter from your surety company and request that they omit any reference to penalty in connection with the project.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - John Beakey

#2112

FORM 2-T-1 5M 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY ENGINEER
JOHN BEAKEY
TRAFFIC ENGINEER

OREGON STATE HIGHWAY COMMISSION
TRAFFIC ENGINEERING DEPARTMENT
SALEM

December 12, 1938

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to Eugene Traffic Signal Installation, Contract No. 2112.

I would like to recommend that an extension of time be granted on this contract to December 31, 1938, in conformity with the request of the contractors, Castelloe and Stocker. The contract date of completion is November 30.

There was some delay in awarding this contract and the contractors experienced further delay in getting delivery on the equipment. In setting November 30 as the date of completion, we did not anticipate any delay either in awarding the contract or delivery of equipment. I believe the contractor made a conscientious effort to complete the job and believe that he is entitled to an extension of time.

Very truly yours,

John Beakey
John Beakey
Traffic Engineer

JB:JJ

File
original filed on
Contract

5M 8-3
MM1881C

TELEPHONE 234 C&S ELECTRIC 1027 WILLAMETTE

Complete Electrical and Radio Service

ELECTRICAL CONTRACTORS · ELECTRICAL MERCHANDISE

EUGENE, OREGON

Nov. 26, 1938

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. John Beakey

Gentlemen:

Due to signal equipment not arriving, we are forced to request an extension of time on our Contract No. 2112.

We have some correspondence this morning advising that they are going to ship all signal pedestals and cabinets December 4th; controls, panels, and terminal panels will follow shortly. We have previously wired them to rush this equipment the fastest way possible. They gave as an excuse for the delay that the foundry had been holding them up.

Conduits are all in and expect to pour the piers Monday, the 28th, We expect the balance of the cable to arrive the first of the week also. Wish to assure you we will make all haste possible upon arrival of the equipment. We still hope to be able to very nearly complete the installation within the estimated number of weeks, which would be approximately the middle of December.

RECEIVED
[illegible] 28 1938
[illegible]

Very truly yours,

T A Stocker
T. A. Stocker

TAS/g

5

FORM 5-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 2 1938
FOR FILING

20-1021

December 1st, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. E. E. Umphlette
Resident Engineer
State Highway Dept.
Eugene, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Will you kindly advise the contractors Castellee & Stocker to apply for an extension of time to December 31st on their contract for the Eugene traffic signal installation, Contract No. 2112.

This should be accompanied by the consent of their surety.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
K. D. Lytle

RECEIVED
NOV 2 1938
FOR FILING
20-1[illegible]

November 1, 1938

Castelloe & Stocker Electric Co.
1070 Willamette Street
Eugene, Oregon

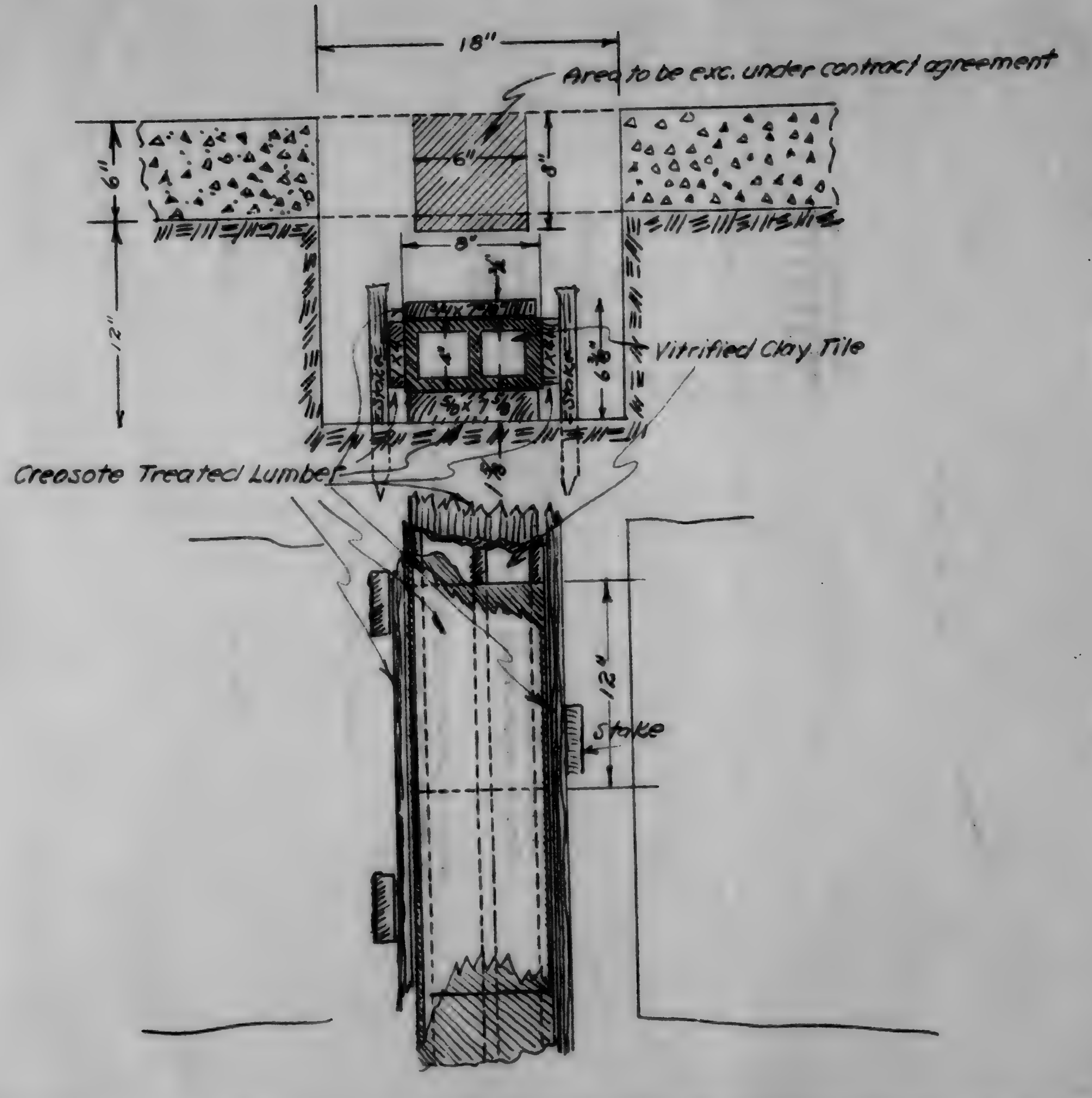
Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2112 which was awarded to you on October 13, 1938, covering the installation of a traffic signal system in the city of Eugene, Lane County. This is for your records and files.

Very truly yours,

MC:AM

Secretary

18"
Area to be exc. under contract agreement
6"
6"
8"
8"
12"
Vitrified Clay Tile
6 3/8"
5/8 x 7 5/8
Stake
Stake
Creosote Treated Lumber
12"
Stake

RECEIVED
OCT 27 1938

October 26, 1938

Mr. John Beakey
Traffic Engineer
OFFICE

Dear Sir:

I am handing you herewith a signed copy of a resolution adopted by the Eugene City Council relative to signing of the contracts for the installation of traffic signals in Eugene.

Will you please attach this resolution to the copy of the agreement covering this matter which I sent to you a few days ago.

Very truly yours,

Secretary

HBG:AM

October 21, 1938

Mr. John Beakey
Traffic Engineer
OFFICE

Dear Sir:

I am handing you herewith an executed copy of the agreement between the City of Eugene and the State Highway Commission relative to the installation of traffic signals in the city of Eugene. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

October 26, 1938

Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

I am handing you herewith a signed copy of a resolution adopted by the Eugene City Council relative to the signing of the contracts for the installation of traffic signals in Eugene.

Will you please attach this resolution to the copy of the agreement covering this matter which I sent to you a few days ago.

Very truly yours,

HBG:AM

Secretary

October 21, 1938

Mr. S. H. Probert
Office Engineer
OFFICE

Dear Sir:

I am handing you herewith an exectued copy of the agreement between the City of Eugene and the State Highway Commission relative to the installation of traffic signals in the city of Eugene. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

October 26, 1938

Mr. E. Umphlette
Resident Engineer
Highway Department
Eugene, Oregon

Dear Sir:

I am handing you herewith a copy of a resolution adopted by the Eugene City Council relative to the signing of the contracts for the installation of traffic signals in Eugene.

Will you please attach this resolution to the copy of the agreement covering this matter which was sent to you a few days ago.

Very truly yours,

HBG:AM

Secretary

October 26, 1938

Mr. K. D. Lytle
Division Engineer
Highway Department
Roseburg, Oregon

Dear Sir:

I am handing you herewith a copy of a resolution adopted by the Eugene City Council relative to the signing of the contracts for the installation of traffic signals in Eugene.

Will you please attach this resolution to the copy of the agreement covering this matter which I sent to you a few days ago.

Very truly yours,

HBG:AM

Secretary

October 21, 1938

Mr. K. D. Lytle
Division Engineer
Highway Department
Roseburg, Oregon

Dear Sir:

I am handing you herewith an executed copy of the agreement between the City of Eugene and the State Highway Commission relative to the installation of traffic signals in the city of Eugene. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

October 26, 1938

Honorable Elisha Large
Mayor
Eugene, Oregon

Dear Sir:

I am handing you herewith a signed copy of a resolution adopted by your city council relative to the signing of the contracts for the installation of traffic signals in Eugene.

Will you please attach this resolution to the copy of the agreement covering this matter which I sent to you a few days ago.

Very truly yours,

HBG:AM

Secretary

October 21, 1938

Honorable Elisha Large
Mayor
Eugene, Oregon

Dear Sir:

I am handing you herewith an executed copy of the agreement between the City of Eugene and the State Highway Commission relative to the installation of traffic signals in the city of Eugene. This copy is for the city's records and files.

Very truly yours,

HBG:AM

Secretary

October 21, 1938

Mr. H. G. Smith
Construction Engineer
OFFICE

Dear Sir:

I am handing you herewith an executed copy of the agreement between the City of Eugene and the State Highway Commission relative to the installation of traffic signals in the city of Eugene. This copy is for your records and files.

Very truly yours,

HBG:AM

Secretary

FORM 2-A-1 10M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
OCT 22 1938
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1938
FOR FILING

20-1121 ✓

EUGENE
OCT. 21, 1938

IN REPLY PLEASE
REFER TO FILE NO.

MR. H. B. GLAISYER,
SECRETARY,
OREGON STATE HIGHWAY COMM.
SALEM, OREGON

DEAR SIR;

IN REGARD TO YOUR TELEPHONE CALL OF TODAY, CASTELLOE & STOCKER ELECTRIC CO. WHO HAVE THE CONTRACT FOR TRAFFIC SIGNAL INSTALLATION IN EUGENE CLAIM THEY RECEIVED THEIR CONTRACT YESTERDAY OCT. 20TH, SIGNED AND RETURNED SAME BY EXPRESS TO SALEM.

I UNDERSTOOD THE CITY ENGINEER TO SAY THIS MORNING THAT THE ABOVE FIRM HAD NOT RECEIVED THEIR CONTRACT, THAT IS WHY I CALLED MR. BEAKY IN REGARD TO THE MATTER

YOURS VERY TRULY,

E. E. Umphlette
E. E. UMPHLETTE,
RESIDENT ENGINEER

EEU/EM
cc/K. D. LYTLE
J. BEAKEY

NOTED
H B GLAISYER

RECEIVED
OCT 19 1938
FOR FILING

9c-1028

October 19, 1938

Castelloe & Stocker Electric Co.
1070 Willamette Street
Eugene, Oregon

Gentlemen:

I am forwarding to you today, by express, four copies of the contract covering the installation of a traffic signal system in the city of Eugene.

Please have all members of your partnership sign this as to agreement on page 125 and as to the bond which immediately follows thereafter. All members of the partnership must sign both the agreement and bond and the bond must be furnished by a corporate surety company authorized to do business in the state of Oregon.

Your special attention is called to the supplemental special provisions on page 120.

I wish also to call to your attention paragraph d on page 15 of the special provisions relating to the furnishing of a service bond. It will not be necessary for you to furnish a separate service bond because our attorney has prepared a special form of bond to accompany the contract which includes a provision to take the place of the special service bond.

When these contracts have been fully executed both as to agreement and bond, please return all copies to this office for further disposal. When they have been signed by the State Highway Commission I shall be pleased to see that one fully executed copy is returned to you for your records and files and one fully executed copy is sent to the surety on the bond.

We will appreciate your expediting this as much as possible.

Very truly yours,

Secretary

HBG:AM

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 18 1938
FOR FILING

October 14th, 1938

Mr. K. W. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

NOTED
State Highway Engineer

Dear Sir:

Please assign Mr. Umphlette to the supervision of the signal installation at Eugene. A set of plans and specifications is being forwarded to him by Mr. Beakey.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
John Beakey
E. E. Umphlette

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	☒	FULL RATE	☐
DAY LETTER	☐	DEFERRED	☐
NIGHT MESSAGE	☐	NIGHT LETTER	☐
NIGHT LETTER	☐	SHIP RADIOGRAM	☐

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

3K

COPY OF WESTERN UNION TELEGRAM

[illegible]CEIV[illegible] DEC 13 1938 [illegible] FILING.

SALEM OREGON, OCTOBER 13, 1938

CASTELLOE & STOCKER ELECTRIC CO.,
1070 WILLAMETTE STREET
EUGENE, OREGON

STATE HIGHWAY COMMISSION AWARDED TO YOU TODAY CONTRACT COVERING TRAFFIC SIGNAL INSTALLATION IN EUGENE BASED ON YOUR BID SUBMITTED SEPTEMBER TWENTY NINTH STOP CONTRACT FORMS FOLLOW SHORTLY

H. B. GLAISYER, SECRETARY
STATE HIGHWAY COMMISSION

file

2nd low bidder
but
low bid meeting specifica
so confirmed

M

October 13, 1938

Castelloe & Stocker Electric Co.,
1070 Willamette Street
Eugene, Oregon

Gentlemen:

Confirming my wire to you of this date, the State Highway Commission awarded to you today contract covering traffic signal installation in the City of Eugene. This award was based on your bid of $7,741.00 submitted on September 29, 1938, which was the lowest bid meeting the specifications.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

2nd low bidder
but
low bid meeting specifications.
So confirmed

M

CONTRACT# [redacted] 2113

83-A(5) Crooked Creek-Lobert Sec., 1938
The Dalles-California Hwy.

2113

[illegible]VED

F[illegible]-6

January 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Post Office Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of January 23, 1940, concerning the dates of completion for Projects Nos. FA 83 (5) and FACH 83 (6), under Contracts Nos. 2113 and 2161.

The dates used in the final vouchers conform with the records of this Department, although there was apparently a small amount of burning rubbish and cleaning up done by the contractor subsequent to the dates used.

We are enclosing excerpts from the minutes of the meeting on September 27, 1939, of the Highway Commission, accepting the projects as complete on August 17, 1939 and August 4, 1939, respectively.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ME

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

January 23, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final vouchers for Oregon Federal Aid project 83 (5) and Federal Aid Grade Crossing project FAGH 83 (6), Crooked Creek-Modoc Point, your contract Nos. 2113 and 2161.

Our records indicate that the projects were completed November 22, 1939, as shown by Mr. Weaver's letter of November 24. However, the vouchers cover periods to August 31 and August 9, respectively. Also, we have no record of time extensions having been granted.

Before submitting the remaining copies of the vouchers, will you please have the dates corrected, and also please furnish the customary excerpts from the commission's minutes regarding the time extensions. It is our understanding that the reason for the overruns in time was that the contractor was not permitted to burn the debris until fall. If that is the case, there will presumably be no question as to approval of the extensions.

Very truly yours,

W. H. LYNCH,
District Engineer.

By L. Caufield

L. J. Caufield,
Senior Highway Engineer.

RECEIVED
JAN 29 1940
FOR FILING

FH 83-5

January 23, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your letter of January 4, 1940, concerning approval of the right of way by the Department of the Interior on Project No. 83 between Crooked Creek and Williamson River.

We are accordingly enclosing a copy of the map containing the required approval.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIV
JAN 5 - 19

January 4, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. 83 (5), Crooked Creek-Lobert Section of The Dalles-California Highway, was made by a representative of this office on December 13, 1939.

Your attention is called to the special clause under Article III of the project agreement. The final voucher cannot be paid until we have copies of approval of the right of way by the Department of the Interior for the portion of the project north of Williamson River, similar to that forwarded with your letter of April 20, 1939, for the south part.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. S. Caufield
Sr. Highway Engineer

$127,712.93

$124,545.27

R.H. Baldock
FA 83-A-5

ember 6th, 1939

NOTED
State Highway Engineer

FINAL COST ANALYSIS
Crooked Creek-Lobert Section
The Dalles-California Highway in Klamath County
Contract 2113
Prefix 18-1106
Roy L. Houck, Contractor
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$9,710.25	100%	$9,710.25	$6,600.00	$6,600.00
Trench Excavation	445.84	614.9 cu. yd.	0.725	0.75	461.18
Excavation, Single Class.	51,451.54	355,144.5 " "	0.145	0.15	53,271.68
Truck Haul	9,780.00	65,954.9 yd. mi.	0.148	0.15	9,893.24
Finishing Roadbed & Slopes	1,885.43	8.68 Mi.	217.22	100.00	868.00
Rounding Cutbanks	1,397.60	17,470 lin. ft.	0.08	0.08	1,397.60
18" Concrete Pipe	2,772.30	1,650 " "	1.680	1.85	3,052.50
24" " "	1,338.50	570 " "	2.348	2.60	1,482.00
36" " "	1,218.58	232 " "	5.253	5.60	1,299.20
36" XSTR Concrete Pipe	1,003.62	164 " "	6.120	6.50	1,066.00
Salvaging Culvert Pipe	46.74	114 " "	0.410	0.50	57.00
Gravel & Talus Topping	7,383.39	41,793.1 cu. yd.	0.177	0.20	8,358.62
Hauling Gravel & Talus Top.	9,543.78	105,675.1 yd. mi.	0.090	0.10	10,567.51
4½"-2" Rock in Base	12,369.28	10,128 cu. yd.	1.221	1.10	11,140.80
3/4"-0 " " "	6,410.97	5,091 " "	1.259	1.10	5,600.10
Sprinkling	1,669.04	1,188 M-Gal.	1.405	1.50	1,782.00
Preparation of Base	197.58	1.78 Mi.	111.00	100.00	178.00
Mineral Aggregate in Place	4,252.86	1,461 cu. yd.	2.911	2.10	3,068.10
SC-6 Road Oil in Place	2,207.72	110.64 Tons	19.95	20.00	2,212.80
PA #1 Rip Rap	1,258.15	750 cu. yd.	1.678	1.50	1,125.00
PA #2 1¼"-3/4" Cr. Rock in Stockpile	236.20	165.3 " "	1.429	0.80	132.24
PA #2 3/4"-½" Cr. Rock in Stockpile	230.58	161.7 " "	1.426	0.80	129.36
PA #2 3/4"-0 Cr. Rock in S.P.	837.60	921.2 " "	0.909	0.80	736.96
" " ¼"-0 Sc. Rejects " "	65.38	261.5 " "	0.250	0.25	65.38
	$127,712.93				$124,545.27

Contract 2113

Final Cost Analysis (Cont'd)

Total Cost	$127,712.93
Gross Revenue	124,545.27
Net Loss	$3,167.66

Net Loss Equals 2.54% of the Gross Revenue

Contract 2113

Details of Cost

Labor:

Supervision		$646.80	
Labor		44,821.25	
State Industrial Accident	6½% of P/R	2,955.42	
Unemployment Compensation	3% of P/R	1,364.05	
Old Age Benefit	1% of P/R	454.68	$50,242.20

Materials:

18" Concrete Pipe	1,650	lin. ft.	at 1.33	$2,194.50	
24" " "	570	" "	" 1.85	1,054.50	
36" " "	232	" "	" 4.27	990.64	
36" XSTR Concrete Pipe	164	" "	" 4.99	818.36	
SC-6 Road Oil	110.64	Tons	" 4.10	453.62	
Frt. on SC-6 Road Oil	110.64	"	" 7.00	774.48	6,286.10

Miscellaneous:

Equipment Rental (Including Repairs)	$42,975.75	
Gas, Oil and Grease	14,599.73	
Explosives	490.20	
Move In	1,456.71	
Plant Lumber and Supplies	500.00	
Lumber for Buildings	847.24	
Freight and Cartage	350.52	
Overhead Expense	642.87	
Small Tools & Miscellaneous	5,101.86	
Home Office Expense	2,396.07	
Bond	1,245.45	70,606.40

Heating, Hauling & Spreading SC-6 Road Oil
Sub-Contracted to McNutt Bros:

110.64 Tons at $7.00 Less Labor $196.25	$578.23	578.23
		$127,712.93

Contract 2113

Analysis of Crushing Costs

	Cost	Quantity	Unit Cost
Plant Erection	$2,745.49	17,928.2 cu. yd.	$0.1531
Load Pit Material	1,977.31	" " "	0.1103
Haul " "	1,297.35	" " "	0.0724
Crusher Operation	6,682.14	" " "	0.3727
Dispose of Waste	1,951.31	" " "	0.1088
In Bunker	$14,653.60	17,928.2 cu. yd.	$0.8173

Item	**Quantity**	**Cost in Bunker**	**Unit Cost in Bunker**	**Haul to S.P.**	**Cost in Stockpile**	**Haul and Road Work**	**Cost in Place**	**Unit Cost in Place**
4½"-2" Base	10,128	7,885.34	$0.7786	$771.85	$8,657.19	$3,712.09	$12,369.28	$1.2213
3/4"-0 "	5,091	3,963.69	0.7786	581.34	4,545.03	1,865.94	6,410.97	1.2593
Min. Agg.	1,461	1,705.84	1.1676	534.54	2,240.38	2,012.48	4,252.86	2.9109
1¼"-3/4" in Stockpile	165.3	193.09	1.1676	43.11	236.20			2.3620
3/4"-½" in Stockpile	161.7	188.41	1.1676	42.17	230.58			2.3058
3/4"-0 in Stockpile	921.2	717.23	0.7786	120.37	837.60			0.9092
		$14,653.60						
Screen Reject	261.5	65.38	0.25					0.25
		$14,718.98						

Plant erection was started November 21st, 1938 and required six weeks to complete. A bulkhead and scalping grizzly were installed and scalped 1"-0 material was carried by belt conveyor to a bunker from which trucks hauled it to stockpiles. This reject amounted to about 15,000 cu. yd. or 45% of the quarry material hauled to the plant. Bunkers for crushed rock, a shop and building for electrical equipment and a building for three engines driving a generator were erected and machinery installed in the plant.

The source of material was a talus deposit and material was loaded by a 1 cu. yd. shovel into 1½ cu. yd. trucks and hauled 200 feet to the plant.

The plant consisted of a stationary bar grizzly, a 15" x 38" jaw and a 3' cone crusher, a triple deck 36" x 120" screen, conveyor belt, one 60 h.p., two 40 h.p. two 10 h.p. and one 5 h. p. electric motors, a generator and switchboard and three 100 h.p. caterpillar diesel engines.

The plant produced 16,140 cu. yd. of crushed base material in 367 hours at an average rate of 44 cu. yd. per hour, and 1,790 cu. yd. of mineral aggregate and maintenance rock in 62 hours at an average rate of 29 cu. yd. per hour. Low production was caused by the large percentage of unsuitable material in the talus pit, both dirt that was scalped out and soft rock which reduced to powder in the crusher causing excesses of fines and making it necessary to rerun rejected screen material for the production of oil rock and maintenance material.

Contract 2113

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 8.68 miles of highway roadbed; 9.35 miles of gravel and talus rock roadbed topping; 1.78 miles of crushed rock surfacing; application of 1.78 miles of oil mat surface treatment (type 0-11 modified) and other incidental work. The contract was bid September 22nd, 1938, awarded October 17th; work was started October 20th, 1938, shutdown January 4th, 1939, resumed March 27th and completed August 17th, 1939.

Clearing and grubbing area consisted of about 132 acres varying from light clearing of brush and small trees to a few short sections of heavily timbered areas. Cost averaged $73.50 per acre.

Excavation at the extreme north end of the job and amounting to about 2% of total excavation was handled with a 1-yard shovel and trucks; the remainder was done with cat and 12-yard scrapers both single and tandem. Excavation was done without shooting though a ripper was used to some extent on cemented material. The excavation material was well adapted to cat and scraper method of handling, and this operation was done at a profit.

Gravel and talus topping was done in four operations. Gravel was first laid from Station 1269 to 1484. This section required 16,850 cu. yd. which was loaded and hauled with Turnapulls. Breaking in both machines and operators resulted in higher than normal costs for this operation. Talus from the quarry site was next loaded by a shovel into 1½-ton trucks and hauled to Station 1484 to 1616. This section was then covered with a reject leveling course in the same manner. Gravel was then placed on Station 1107 to 1236 by shovel and trucks and cat and 12-yard scraper.

Of the 15,220 cu. yd. of crushed base rock laid, 10,360 cu. yd. was stockpiled prior to hauling to the road, the balance being hauled directly from the bunker. The extra handling increased the cost of these items.

The pit material was too dirty to make mineral aggregate and stockpiled base rock, some of which has been rejected on account of excess of fines and soft rock, was rerun through the plant to produce the oil rock. This was then stockpiled and picked up and hauled as required by oiling operations.

Applying SC-6 road oil was sub-contracted to McNutt Bros. Oil was shipped into Chiloquin where it was heated and hauled to the job in the 1,000 gal. distributor.

A profit was earned on practically all grading operations and on application of oil, but this was more than offset by the loss suffered on crushing operations.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM 9-A-1 6M 3-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

NOV 25 19

FA 83-A-5

Klamath Falls
November 24 1939

NOTED
Asst. State Highway Engineer

Mr W.H.Lynch, District Engineer
Public Roads Administration
Portland Oregon

Dear Sir,

This is to advise that the contractor completed the disposal of logs and rubbish on the Crooked Creek - Lobert and Lobert Sections of the Dalles - California Highway, in Klamath County, - F.A. 83 A (5) and F.A.G.H. 83 (6) - on November 22 1939.

Very truly yours,

JBWeaver

J.B.Weaver
Resident Engineer

cc
R.H.Baldock
W.E.Chandler

RECEIVED
OCT 9 - 1939
FOR FILING

83 11-5

October 9, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2113, for the construction of the Crooked Creek-Lobert Section of The Dalles-California Highway in Klamath County, has been completed by the contractor, Roy L. Houck, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 18, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $124,545.27, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FA 83-A-5

September 25, 1939

Great American Indemnity Company,
Harvey Wells-Reed Insurance Agency, Agents,
Failing Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Roy L. Houck on Contract No. 2113, for the construction of the Crooked Creek-Lobert Section of the Dalles-California Highway in Klamath County. This payment will be made on or after Oct, 5, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form 330—5M—7-36

83-G-5

[illegible]EGON STATE HIGHWAY COMMIS[illegible]N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 19 1939, 193

Section Crooked Creek - Lobert

Kind of work Grading Surfacing & Oiling

Highway The Dalles - California

Section prefix 18 - 1106

Contractor Roy L Houck

Contract number 2113

Date of contract Ocgober 17 1938, 193

Date of completion October 31 1939, 193

Date work started October 20 1938, 193

Estimated date of completion August 17 1939, 193

Amount of contract $ 120203.50

Per cent of time elapsed 81 %

Estimated cost of completed project, exclusive of engineering $ 121328.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $, %

Date project was completed August 17 1939, 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

All work on the project, except burning of some logs and rubbish - which can not be done until after it rains - was completed on August 17th.

Entire engineering party is working in the office and I believe we will have the semi-final estimate completed by September 1st.

No more weekly reports will be made.

NOTED
RAY WEBBER

Signed JPWeaver

Address Klamath Falls

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							
....							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 5-A-1 5M 5-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
AUG 19 1939

FA 83-A-5

Klamath Falls
August 18 1939

Mr W.H.Lynch, District Engineer
Public Roads Administration
Portland Oregon.

Dear Sir,

This is to advise that, with the exception of burning logs and other rubbish piled on the right of way - which can not be done at present time because of the fire hazzard - all work pertaining to the Grading, Surfacing & Oiling of the Crooked Creek - Lobert Section of The Dalles - California Hiway, FA 83 A (5), State Highway Contract # 2113, was completed on August 17 1939.

Very truly yours,

Resident Engineer

cc
R.H.Baldock
W.E.Chandler

COPY

Klamath Falls, Oregon
August 18, 1939

Mr. Roy L. Houck
212 U. S. Nat'l Bank Bldg.
Salem, Oregon

Dear Sir:

This is to advise that we have accepted both of your grading jobs on the Dalles-California Highway in Klamath County, on the condition that you will cause all logs and debris from your clearing operations to be disposed of by burning, at the earliest date that burning of same will be permitted by the Forest Supervisor of the Indian Service.

Very truly yours

J. W. Weaver
Resident Engineer

cc
R.H.Baldock
W.E.Chandler

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 29 1939
STATE HIGHWAY COMMISSION

FAP 83-5

IN YOUR REPLY PLEASE
REFER TO FILE NO.

Stencil No. 124

June 28, 1939

Oregon FAP 83 (5),
Crooked Creek-Lobert Section
of The Dalles-California Highway

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Highway Engineer

Encls.

Tom

Appr- 39139

Form P. R. 2

State Oregon

Project No. 83(5)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 26th day of May, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 10th day of March, 1938, a revised project statement, which was approved by the Secretary on the 19th day of April, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for ~~Section~~ ~~of~~ said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eighty thousand, six hundred sixty and no/100 dollars ($80,660.00) as the share of the United States payable under said act on account of ~~Section~~ ~~of~~ said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920 (Include date and citation of act of legislature by which authorized)

(*b*) From other sources

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 1107+00 in the NW 1/4 of Sec. 3, T. 36 S., R. 7 E., W.M. and survey station 1713+50 in the NE 1/4 of Sec. 12, T. 34 S., R. 7½ E., W.M. (excepting therefrom those portions between survey stations 1236+50 and 1263+00 and between survey stations 1265+58 and 1269+00).

, length 11.179 miles, in Klamath County, being ~~Section~~ of Oregon Federal Aid project No. 23(5), consisting of 11.179 miles of roadway and no bridges ~~each~~ of more than 20 feet clear span. ~~of a mile in length~~

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

(b) It is hereby mutually agreed that final payment of Federal funds shall not be made under this agreement unless and until the right of way for the location of said project across Indian Reservation lands has been obtained from the Department of the Interior.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of ~~Section~~ ______ ~~of~~ said project shall not in any event exceed the sum of eighty thousand, six hundred sixty and no/100 dollars ($80,660.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred thirty-two thousand, two hundred twenty-one and no/100 dollars ($132,221.00), the approved total estimated cost of ~~Section~~ ______ ~~of~~ said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to

the State Treasurer
(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon (Name) of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUN 9 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By ....
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By L. E. Boykin
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 83(5), State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 132,221.00 as the total estimated cost of said project, and the sum of $ 80,660.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of JUN 9 1939 one thousand nine hundred and ____

SECRETARY OF AGRICULTURE,

By
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAY 18 1939
STATE HIGHWAY

May 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for Oregon Federal Aid Project No. 83 (5), Crooked Creek-Lobert Section of The Dalles-California Highway, for signature and return to this office.

As this agreement must be completely executed by June 30, 1939, in order to prevent lapse of the 1938 Federal Aid funds with which it is to be financed, please act as promptly as possible.

You will note the agreement carries a special clause under Article III on account of the right of way situation.

Enclosed also is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

83-5

RECEIVED
APR 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

April 3, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter of February 7, 1939, concerning Oregon Federal Aid Project No. 83 (5), Crooked Creek-Lobert Section of The Dalles-California Highway.

The proposed Project Agreement Estimate is still held in this office without action, pending your furnishing us with right-of-way clearance from the Department of the Interior for Indian Lands involved.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

R.H. Baldock

TED
Highway Engine

Cost Analysis March 21, 1939
Crooked Creek-Lobert Section
The Dalles-California Highway in Klamath County
Contract 2113
Prefix 18-1106
Roy Houck, Contractor
J. B. Weaver, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$9,554.88	95%			$6,270.00
Trench Excavation	165.60	207 cu. yd.	0.80	0.75	155.25
Excavation, Single Class	46,588.49	330,050 " "	0.14	0.15	49,507.50
Truck Haul	6,941.22	63,100 yd. mi.	0.11	0.15	9,465.00
Rounding Cutbanks	1,840.00	18,400 lin. ft.	0.10	0.08	1,472.00
18" Concrete Pipe	2,027.97	1,209 " "	1.68	1.85	2,236.65
24" " "	1,166.99	495 " "	2.36	2.60	1,287.00
36" " "	1,063.55	202 " "	5.27	5.60	1,131.20
36" XSTR Concrete Pipe	898.13	150 " "	5.99	6.50	975.00
	$70,246.83				$72,499.60

Gross Revenue	$72,499.60
Total Cost	70,246.83
Net Profit	$2,252.77

Net Profit Equals 3.11% of Gross Revenue

Contract 2113

Labor:

Supervision		$233.20	
Labor		25,146.21	
State Industrial Accident	6½% of P/R	1,649.66	
Unemployment Compensation	3% of P/R	761.38	
Old Age Benefit	1% of P/R	253.79	
			$28,044.24

Materials:

18" Concrete Pipe	1,209 lin. ft. at 1.33	$1,607.97	
24" " "	495 " " " 1.85	916.99	
36" " "	202 " " " 4.27	863.55	
36" XSTR Concrete Pipe	150 " " " 4.99	748.13	
			4,136.64

Miscellaneous:

Equipment Rental (Including Repairs)	$23,914.50	
Gas, Oil and Grease	6,620.94	
Explosives (Clearing)	490.20	
Move In 60% of $2,568.67	1,541.20	
Plant Lumber and Supplies	500.00	
Materials for Buildings 60% of $973.83	584.30	
Freight & Cartage	160.23	
Overhead Expense	708.22	
Small Tools & Miscellaneous Expense	4,267.60	
Home Office Expense	1,450.00	
Bond	725.00	
Less - Expense on items not included in estimate	- 2,896.24	
		38,065.95
Total Cost		$70,246.83

Contract 2113

REMARKS:

This is a Regular Federal Aid Project. The contract was bid on September 22nd, 1938, awarded October 17th, and work was started on October 20th. Work was suspended on account of severe winter weather on January 4th, 1939. To date the project is 60% completed.

Clearing consisted mostly of pine and was quite heavy throughout the job. A tractor and a crew of approximately 50 men divided into three 7½ hour shifts per day worked 5 weeks to complete 95% of the specified clearing and grubbing.

Grading and truck haul was done with four tandem 12-yard LeTourneau scraper units hauled by D 8 cats. An additional RD 8 cat with bulldozer and ripper was used on excavation. These units worked three 7½ hour shifts per day. A shop for repairing and servicing this equipment was erected on the grade and four mechanics per shift were employed at this shop. The cat and scraper method of excavation proved very efficient and well adapted to the grade material and length of haul.

18" and 24" concrete pipe was purchased in Klamath Falls and 36" pipe was purchased and shipped from Portland.

The contractor has erected a crushing plant and wet up a power unit to operate it and is ready to commence crushing when weather will permit resumption of work.

Clearing operation cost was high and was done at a loss, but there was a sufficient saving in grading operations to offset this loss and show a small profit to date on this job.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

FORM S-S-1 SM 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF E. A. COLLIER, DIVISION ENGINEER
8200 S. E. McLOUGHLIN
PORTLAND, OREGON

RECEIVED
JAN 14 1939
FOR FILING

126-1030

January 12, 1939

RECEIVED
JAN 13 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

Received Mr. Webber's letter of January 10th concerning labor complaint of Delbert Larson. Mr. Dean has written direct to Mr. Webber, on January 10th, stating that he has been unable to contact the contractor or his foreman to get further information, as Mr. Houck has left the job until next spring.

However, I think Mr. Houck has an office in Salem and Mr. Webber might contact him there.

Very truly yours,

E. A. COLLIER
DIVISION ENGINEER

EAC:DP
CC C. B. McCullough

RECEIVED
JAN 4

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Crooked Creek-Lobert Section, Project No. FA 83 (5).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 83-A(5)

CROOKED CREEK-LOBERT SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 18, 1938

Roadbed Topping (Sta. 1107+00 to 1[illegible]+30)

10,000	cu. yds.	Gravel and Talus Topping	$ 0.20	$ 2,000.00
22,000	yd. mi.	Hauling Topping Materials	0.10	2,200.00
200	M-Gal.	Sprinkling	1.50	300.00
		Subtotal		$ 4,500.00
		10% Engr. & Cont.		450.00
		Total		$ 4,950.00
		Length of Roadway	2.449 miles	
		Cost per mile	$ 2,021	

Graded Roadway (Sta. 1263+00 to Sta. 1265+58)

All Required		Clearing and Grubbing	$ - -	$ 37.00
10,000	cu. yds.	Excavation, Single Classif.	0.15	1,500.00
		Subtotal		$ 1,537
		10% Engr. & Cont.		153
		Total		$ 1,690
		Length	.049 mile	
		Cost per mile	$ 34,489	

Grading and Topping (Sta. 1269+00 to 1[illegible]+46)

All Required		Clearing and Grubbing	$ - -	$ 5,217.00
220	cu. yds.	Trench Excavation	0.75	165.00
324,000	cu. yds.	Excavation, Single Classif.	0.15	48,600.00
99,000	yd. mi.	Truck Haul	0.15	14,850.00
6.90	miles	Finishing Roadbed and Slopes	100.00	690.00
26,800	lin. ft.	Rounding Cutbanks	0.08	2,144.00
1,120	lin. ft.	18" Concrete Pipe	1.85	2,072.00
440	lin. ft.	24" Concrete Pipe	2.60	1,144.00
100	lin. ft.	36" Concrete Pipe	5.60	560.00
150	lin. ft.	36" Extra Strength Concrete Pipe	6.50	975.00
28,000	cu. yds.	Gravel and Talus Topping	0.20	5,600.00

63,000	yd. mi.	Hauling Topping Materials	$ 0.10	$ 6,300.00
500	M-Gal.	Sprinkling	1.50	750.00
		Subtotal		$ 83,067
		10% Engr. & Cont.		8,306
		Total		$ 91,373

Length of Roadway 6.900 miles
Cost per mile $ 13,242

Grading, Surfacing and Oiling (Sta. 1634+46 to 1713+50)

All Required		Clearing and Grubbing	$ - -	$ 1,346.00
130	cu. yds.	Trench Excavation	0.75	97.50
26,000	cu. yds.	Excavation, Single Classif.	0.15	3,900.00
6,000	yd. mi.	Truck Haul	0.15	900.00
1.78	miles	Finishing Roadbed and Slopes	100.00	178.00
3,200	lin. ft.	Rounding Cutbanks	0.08	256.00
380	lin. ft.	18" Concrete Pipe	1.85	703.00
160	lin. ft.	36" Concrete Pipe	5.60	896.00
30	lin. ft.	Salvaging Pipe	0.50	15.00
10,000	cu. yds.	4½" - 2" Rock in Base	1.10	11,000.00
5,500	cu. yds.	3/4" - 0" Rock in Base and Shoulders	1.10	6,050.00
300	M-Gal.	Sprinkling	1.50	450.00
1.78	miles	Preparation of Base	100.00	178.00
1,300	cu. yds.	Mineral Aggregate in Place	2.10	2,730.00
120	tons	SC-6 Road Oil in Place	20.00	2,400.00
		Subtotal		$ 31,099
		10% Engr. & Cont.		3,109
		Total		$ 34,208

Length of Roadway 1.781 miles
Cost per mile $ 19,207

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Topping	$ 4,950	$ 3,020	$ 1,930
Grading	1,690	1,031	659
Grading and Topping	91,373	55,741	35,632
Grad., Surf. and Oil.	34,208	20,868	13,340
	$ 132,221	$ 80,660	$ 51,561

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

5

RECEIVED
NOV 2 1938
FOR FILING

83-a-5

November 1, 1938

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith a fully executed copy of Contract No. 2113 which was awarded to you on October 17, 1938, for grading, surfacing and oiling the Crooked Creek-Lobert Section of The Dalles-California Highway, in Klamath County. This copy is for your records and files.

Very truly yours,

Secretary

MC:AM

#2113

FORM 401 P. 9-36 10M

RECEIVED
OCT 29 1938
FOR FILING

83-a-5

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

6TH FLOOR YEON BUILDING
Portland, Oregon

ATWATER 9521

RECEIVED
29 1938
COMMISSION

October 28, 1938

Oregon State Highway Commission
Salem, Oregon

ROY L. HOUCK
Salem, Oregon

Gentlemen

It is our understanding that Mr. Houck has a State of Oregon contract in the vicinity of Chiloquin, Oregon.

As we anticipate furnishing petroleum products to Mr. Houck on this job, we shall appreciate your completing the attached contractor questionnaire and return it to this office in the enclosed business reply envelope.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By; L. Harbison

LH:B
Enclosure

RECEIVED
OCT
FOR FILING
7A
83-Q-5

October 19, 1938

Mr. Roy L. Houck
212 U. S. National Bank Bldg.
Salem, Oregon

Dear Sir:

We are handing you herewith four copies of Contract No. 2113 which was awarded to you on October 17, 1938, by the State Highway Commission covering the grading, surfacing and oiling of the Crooked Creek-Lobert Section of The Dalles-California Highway, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the General Provisions, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately following page 25 of the mimeographed Special Provisions, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:AM

83-A-5

October 17, 1938

Mr. Roy L. Houck,
U. S. National Bank Bldg.,
Salem, Oregon

Dear Sir:

Confirming my telephone message to you, the State Highway Commission awarded to you today the contract covering the grading, surfacing and oiling of the Crooked Creek-Lobert Section of The Dalles-California Highway, in Klamath County. This award was based on your low bid of $120,203.50 submitted on September 29, 1938.

Contract forms will be sent to you in a few days for execution.

Yours very truly,

HBG:MC

Secretary

Sed confirmed

M

'T217-A'

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM ☒	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	NIGHT LETTER
NIGHT LETTER	SHIP RADIOGRAM

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE, PRESIDENT
NEWCOMB CARLTON, CHAIRMAN OF THE BOARD
J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

RECEIVED AT

[illegible]

STANDARD TIME INDICATED ON THIS MESSAGE

Postal Telegraph

THE INTERNATIONAL SYSTEM

Commercial Cables · All America Cables · Mackay Radio

TELEGRAMS · CABLEGRAMS · RADIOGRAMS

This is a full rate Telegram, Cablegram or Radiogram unless otherwise indicated by signal in the check or in the address.

DL	DAY LETTER
NL	NIGHT LETTER
NM	NIGHT MESSAGE
LCO	DEFERRED CABLE
NLT	NIGHT CABLE LETTER
	RADIOGRAM

Form 16DS 15RY 27 GOVT

14 SX PORTLAND ORE 11[illegible] OCT 17 193[illegible]

R H BALDOCK

STATE HIGHWAY ENGINEER SALEM ORE

WE CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON [illegible] 3-A ([illegible]) [illegible] CREEK-[illegible] SECTION DALLES CALIFORNIA HIGHWAY BY ROY L HOUCK LOW BIDDER

LYMAN

1:21P

Telephone Your Telegrams to Postal Telegraph

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

J. C. WILLEVER
FIRST VICE-PRESIDENT

T217-A

CHECK
ACCT'G INFMN.
TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

SALEM, OREGON
OCTOBER 17, 1938

W. H. LYNCH
DISTRICT ENGINEER
U. S. BUREAU OF PUBLIC ROADS
NEW POST OFFICE BUILDING
PORTLAND, OREGON

WITH YOUR CONCURRENCE WE WILL AWARD CONTRACT FOR CROOKED CREEK LOBERT PROJECT TO ROY L. HOUCK TODAY

R. H. BALDOCK

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

CONFIRMATION
15

RECEIVED

of Public Roads

8010-20 Oregon

DAY LETTER

Portland, Oregon
October 17, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

WE CONCUR IN AWARD OF CONTRACT THIS DATE FOR OREGON FAP 83-A (5) CROOKED CREEK-LOBERT SECTION DALLES CALIFORNIA HIGHWAY TO ROY L. HOUCK LOW BIDDER

Lynch

Paid govt. rate

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
OCT 6 193
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

83-a-5

October 4th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The assignment of J. B. Weaver to the Crooked Creek-Lobert grading, surfacing and oiling project is approved.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
SEP 28 1938
FILING

RECEIVED
SEP 27 1938

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

83-a

IN REPLY PLEASE
REFER TO FILE NO.

September 26th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the CROOKED CREEK-LOBERT section of the The Dalles-California Highway:

Item No.	Item			Unit Price	Amount
1.	Clearing & Grubbing			Lump Sum	4,500.00
2.	Trench Excavation	350	cu. yds.	@ 1.00	350.00
3.	Excavation, Single Class	360,000	" "	@ 0.16	57,600.00
4.	Truck Haul	65,000	yd. mi.	@ 0.10	6,500.00
5.	Finishing Roadbed & Slopes	8.68	miles	@ 125.00	1,085.00
6.	Rounding Cutbanks	30,000	lin. ft.	@ 0.08	2,400.00
7.	18-inch Concrete Pipe	1,500	" "	@ 2.25	3,375.00
8.	24-inch Concrete Pipe	440	" "	@ 3.00	1,320.00
9.	36-inch Concrete Pipe	260	" "	@ 5.00	1,300.00
10.	36-inch Extra Strength Concrete pipe	150.	" "	@ 7.00	1,050.00
11.	Salvaging Culvert Pipe	30	" "	@ 1.00	30.00
12.	Gravel & Talus Topping	38,000	cu. yds.	@ 0.18	6,840.00
13.	Hauling Topping Materials	85,000	yd. mi.	@ 0.08	6,800.00
14.	4½" - 2" Rock in Base	10,000	cu. yds.	@ 1.00	10,000.00
15.	3/4" -0" Rock in Base and Shoulders	5,500	cu. yds.	@ 1.25	6,875.00
16.	Springkling	1,000	M-Gals.	@ 1.25	1,250.00
17.	Preparation of Base	1.78	miles	@ 200.00	356.00
18.	Mineral Aggregate in Place	1,300	cu. yds.	@ 2.40	3,120.00
19.	SC-6 Road Oil in Place	120	tons	@ 20.00	2,400.00
				Total amount of Estimate	$ 117,151.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

7183-9

September 13, 1938

RECEIVED
SEP 17 1938
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The P.S.& E. documents for Oregon Federal Aid Project No. 83 (5), Crooked Creek-Lobert section of The Dalles-California Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Execution of the project agreement will be deferred until the right of way across the Indian Reservation Lands has been obtained from the Department of the Interior.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

23-A-5

August 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Crooked Creek-Lobert Section, Project No. FA 83-A (5).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/MB

Encl.

Oregon State Highway Department | Federal Aid Project No. 83-A(5)

CROOKED CREEK-LOBERT SECTION OF
THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, August 29, 1938

Roadbed Topping (Sta. 1107+00 to 1236+30)

10,000	cu. yds.	Gravel and Talus Topping	$ 0.20	$ 2,000.00
22,000	yd. mi.	Hauling Topping Materials	0.08	1,760.00
200	M-Gal.	Sprinkling	1.75	350.00
		Subtotal		$ 4,110
		10% Engr. & Cont.		411
		Total		$ 4,521
		Length of Roadway	2.449 miles	
		Cost per mile	$ 1,846	

Graded Roadway (Sta. 1263+00 to Sta. 1265+58)

All Required		Clearing and Grubbing	$ - -	$ 50.00
10,000	cu. yds.	Excavation, Single Classif.	0.14	1,400.00
		Subtotal		$ 1,450
		10% Engr. & Cont.		145
		Total		$ 1,595
		Length	.049 mile	
		Cost per mile	$ 32,551	

Grading and Topping (Sta. 1269+00 to 1634+46)

All Required		Clearing and Grubbing	$ - -	$ 6,000.00
220	cu. yds.	Trench Excavation	1.00	220.00
324,000	cu. yds.	Excavation, Single Classif.	0.14	45,360.00
59,000	yd. mi.	Truck Haul	0.10	5,900.00
6.90	miles	Finishing Roadbed and Slopes	150.00	1,035.00
26,800	lin. ft.	Rounding Cutbanks	0.08	2,144.00
1,120	lin. ft.	18" Concrete Pipe	2.25	2,520.00
440	lin. ft.	24" Concrete Pipe	3.00	1,320.00
100	lin. ft.	36" Concrete Pipe	5.00	500.00
150	lin. ft.	36" Extra Strength Concrete Pipe	5.50	825.00

28,000	cu. yds.	Gravel and Talus Topping	$ 0.20	$ 5,600.00
63,000	yd. mi.	Hauling Topping Materials	0.08	5,040.00
500	M-Gal.	Sprinkling	1.75	875.00
			Subtotal	$ 77,339
			10% Engr. & Cont.	7,733
			Total	$ 85,072

Length of Roadway 6.900 miles
Cost per mile $ 12,329

Grading, Surfacing and Oiling (Sta. 1634+46 to 1713+50)

All Required		Clearing and Grubbing	$ - -	$ 1,500.00
130	cu. yds.	Trench Excavation	1.00	130.00
26,000	cu. yds.	Excavation, Single Classif.	0.14	3,640.00
6,000	yd. mi.	Truck Haul	0.10	600.00
1.78	miles	Finishing Roadbed and Slopes	150.00	267.00
3,200	lin. ft.	Rounding Cutbanks	0.08	256.00
380	lin. ft.	18" Concrete Pipe	2.25	855.00
160	lin. ft.	36" Concrete Pipe	5.00	800.00
30	lin. ft.	Salvaging Pipe	1.00	30.00
10,000	cu. yds.	4½" - 2" Rock in Base	1.10	11,000.00
5,500	cu. yds.	¾" - 0" Rock in Base and Shoulders	1.35	7,425.00
300	M-Gal.	Sprinkling	1.75	525.00
1.78	miles	Preparation of Base	200.00	356.00
1,300	cu. yds.	Mineral Aggregate in Place	2.40	3,120.00
120	tons	SC-6 Road Oil in Place	20.00	2,400.00
			Subtotal	$ 32,904
			10% Engr. & Cont.	3,290
			Total	$ 36,194

Length of Roadway 1.781 miles
Cost per mile $ 20,322

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Topping	$ 4,521	$ 2,758	$ 1,763
Grading	1,595	970	625
Grading & Topping	85,072	51,894	33,178
Grad., Surf. & Oil	36,194	22,078	14,116
	$ 127,382	$ 77,700	$ 49,682

CONTRACT# [redacted] 2114 NO RECORD

2114 No Record

CONTRACT# [redacted] 2114 NO RECORD

2114 No Record

CONTRACT #2115

1-1003 Richland-Halfway Sec., Baker- 1938
Homestead Hwy.

2115

RECEIVED
APR 2[illegible]
FOR [illegible]

#2115

1-1003

April 27, 1940.

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of April 25, enclosing a copy of a letter from the Adjustment Bureau of the Portland Association of Credit Men, advising that the claim of the General Rubber & Supply Company against Morris Brothers for work on the Baker-Homestead Highway, has been satisfied.

We have made note of this settlement in our records of this job and will today send notice thereof to the contractor and surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

April 27, 1940

U. S. Fidelity & Guaranty Company
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received, through the office of the Secretary of State, copy of a letter from the Adjustment Bureau of the Portland Association of Credit Men, advising that the claim of the General Rubber & Supply Company against Morris Brothers for work on the Baker-Homestead Highway has been satisfied.

Inasmuch as you are surety for Morris Bros. on this job, we hereby notify you of this settlement, for your records and files.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Morris Brothers.
702 Hoge Building
Seattle, Washington

#2115

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

April 25, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There is enclosed for your information and files, a copy of a letter from the Adjustment Bureau, Portland, advising that the notice of claim by General Rubber & Supply Company against the bond taken from Norris Brothers, principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Baker-Homestead Highway has been satisfied.

Very truly yours,

Earl Snell
Secretary of State

S:M
enc.

REFERRED TO
Jm
BY SECRETARY

acknowledge + notify contractor et al
RHB

COPY

THE ADJUSTMENT BUREAU
of
The Portland Association of Credit Men

471 Pittock Block
Portland, Oregon

April 24, 1940

Hon. Earl Snell
Secretary of State
Salem, Oregon

Re: General Rubber & Supply Co.
vs. Materne Bros., Spokane, Wash.

Dear Sir:

For the information of your records, the above claim regarding which our counsel, Layton & Boyrie, wrote you on March 4, 1940 has now been satisfied.

We believe this claim was filed against the bond taken from Morris Brothers, Burlington, Washington, as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, Oregon.

Yours very truly,

DAVID TURTLEDOVE
David Turtledove

LT/mc*
#40198

COPY

THE ADJUSTMENT BUREAU
of
The Portland Association of Credit Men

471 Pittock Block
Portland, Oregon

April 24 1940

Hon. Earl Snell
Secretary of State
Salem, Oregon

Re: General Rubber & Spply Co.
vs. Materne Bros., Spokane, Wash.

Dear Sir:

For the information of your records, the above claim regarding which our counsel, Layton & Boyrie, wrote you on March 4, 1940 has now been satisfied.

We believe this claim was filed against the bond taken from Norris Brothers, Burlington, Washington, as principal, and the United States Fidelity & Guaranty Company, as surety, for the work of surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, Oregon.

Yours very truly,

DAVID TURTLEDOVE
David Turtledove

LT/mc*
#40148

RECEIVED
MAR 7 1940
FOR FILING

1-1003

March 6, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of March 5, 1940, enclosing three copies of a notice of claim by General Rubber & Supply Company in the sum of $135.80, against Morris Brothers for work on the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

We have made note of this claim in our record of the job to which it pertains, and will see that copies of the notice thereof are sent to the contractor and surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

March 6, 1940

U. S. FIDELITY & GUARANTY COMPANY
    H. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received notice through the office of the Secretary of State that General Rubber & Supply Company has a claim against Norris Brothers in the sum of $135.80 for merchandise, consisting of rubber belting, furnished in connection with State Highway Contract No. 2115, Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

Inasmuch as you are surety for this contracting firm, we are sending you herewith a copy of the notice of claim, for your information and the attention due.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MEL

cc - Norris Bros.
    702 Hoge Building
    Seattle, Washington

#2115

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

March 5, 1940

Oregn State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by General Rubber & Supply Co. for $135.80 against the bond taken from Norris Brothers, principal, and U. S. Fidelity & Guaranty Co., surety, for work on the Richland-Halfway Section of the Baker-Homestead Highway in Baker County which was received from Layton & Boyrie, Portland, Oregon, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
enc. 3

COPY

NOTICE

TO STATE OF OREGON:

NOTICE HEREBY IS GIVEN that the undersigned, General Rubber & Supply Co., has a claim for merchandise consisting of 61 feet of 12-in. 6-ply square edge rubber belt, made endless in the sum of One Hundred Thirty-five and 80/100ths ($135.80) Dollars against the bond taken from Norris Brothers, Burlington, Washington, as principals, and the United States Fidelity & Guaranty Company, as surety, for the work of surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County.

GENERAL RUBBER & SUPPLY CO.

By JAS. P. CONWAY
Partner

Endorsed: File No. 2891
Filed March 5, 1940
EARL SNELL, Secretary of State

#2115

RECEIVED
JAN 29 1940

1-1002

January 26, 1940

The Adjustment Bureau
Portland Association of Credit Men
467-478 Pittock Block
Portland, Oregon

Attention: David Turtledove, Collection Manager

Gentlemen:

Reply is made to your letter of January 25 regarding the claim of the General Rubber & Supply Company against Materne Brothers, Spokane, Washington, which claim is in the amount of $135.80 and arises out of state highway contract No. 2115 awarded by the State Highway Commission to Morris Brothers, Burlington, Washington, for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

In connection with this contract Morris Brothers furnished the state with a surety bond for the protection of claims incurred against the project and to guarantee the satisfactory completion of the job. The bond was written by the United States Fidelity & Guaranty Company for whom McCollister and Campbell are local agents with offices in Room 300 Central Building, Seattle, Washington. I would suggest that you file notice of your claim with the bonding company and also with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

We have no particular form for the filing of claims but would suggest that you follow the form indicated in the attached excerpt of the Oregon Laws.

Very truly yours,

Secretary

HBG:AM

January 26, 1940

United States Fidelity & Guaranty Co.
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Gentlemen:

The State Highway Commission has today received notice of a claim of the General Rubber and Supply Company against Materne Brothers, Spokane, Washington, which claim is in the amount of $135.80 and arises out of state highway contract No. 2115 awarded by the State Highway Commission to Norris Brothers, Burlington, Washington, for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

This information is given you inasmuch as you appear surety on the bond furnished by Norris Brothers in connection with the above mentioned contract.

Very truly yours,

HBG:AM

Secretary

cc - Norris Brothers
Burlington, Wash.

cc - Materne Brothers
227 East Longfellow
Spokane, Washington

DAVID TURTLEDOVE, Collection Manager

COLLECTION DEPARTMENT

THE ADJUSTMENT BUREAU OF
THE PORTLAND ASSOCIATION OF CREDIT MEN
Owned Exclusively by the Principal Wholesalers, Bankers and Manufacturers of Oregon. Since 1896

Affiliated With
Credit Men's
Associations in

Albany, N. Y.
Allentown, Pa.
Atlanta, Ga.
Augusta, Ga.
Austin, Texas
Baltimore, Md.
Beaumont, Texas
Billings, Mont.
Birmingham, Ala.
Bluefield-Graham, W. Va.
Boise, Idaho
Boston, Mass.
Bridgeport, Conn.
Bristol, Tenn.-Va.
Buffalo, N. Y.
Burlington, Iowa
Cedar Rapids, Iowa
Charleston, W. Va.
Charlotte, N. C.
Chattanooga, Tenn.
Chicago, Ill.
Cincinnati, Ohio
Clarksburg, W. Va.
Cleveland, Ohio
Columbus, Ohio
Dallas, Texas
Davenport, Iowa
Dayton, Ohio
Decatur, Ill.
Denver, Colo.
Des Moines, Iowa
Detroit, Mich.
Duluth, Minn.
Elmira, N. Y.
El Paso, Texas
Evansville, Ind.
Fargo, N. D.
Fond du Lac, Wis.
Fort Smith, Ark.
Fort Worth, Texas
Fort Wayne, Ind.
Galesburg, Ill.
Grand Forks, N. D.
Grand Rapids, Mich.
Great Falls, Mont.
Green Bay, Wis.
Greensboro, N. C.
Greenville, S. C.
Harrisburg, Pa.
Hartford, Conn.
Helena, Mont.
High Point, N. C.
Houston, Texas
Huntington, W. Va.
Indianapolis, Ind.
Jackson, Mich.
Jacksonville, Fla.
Jamestown, N. C.
Johnstown, Pa.
Joplin, Mo.
Kalamazoo, Mich.
Kansas City, Mo.
Knoxville, Tenn.
Lansing, Mich.
Lexington, Ky.
Lincoln, Neb.
Little Rock, Ark.
Los Angeles, Calif.
Louisville, Ky.
Lynchburg, Va.
Memphis, Tenn.
Meridan, Miss.
Milwaukee, Wis.
Miami, Fla.
Minneapolis, Minn.
Minot, N. D.
Mobile, Ala.
Montgomery, Ala.
Nashville, Tenn.
Newark, N. J.
New Castle, Pa.
New Haven, Conn.
New Orleans, La.
New York, N. Y.
Norfolk, Va.
Oakland, Cal.
Oklahoma City, Okla.
Omaha, Neb.
Oshkosh, Wis.
Ottumwa, Iowa
Parkersburg, W. Va.
Peoria, Ill.
Philadelphia, Pa.
Pittsburgh, Pa.
Portsmouth, Ohio
Providence, R. I.
Pueblo, Colo.
Quincy, Ill.
Reading, Pa.
Richmond, Va.
Roanoke, Va.
Rochester, N. Y.
Saginaw, Mich.
Salt Lake City, Utah
San Antonio, Texas
San Diego, Calif.
San Francisco, Calif.
Savannah, Ga.
Scranton, Pa.
Seattle, Wash.
Selma, Ala.
Shreveport, La.
Sioux City, Iowa
Sioux Falls, S. D.
South Bend, Ind.
Spokane, Wash.
Springfield, Ill.
Springfield, Mass.
St. Joseph, Mo.
St. Louis, Mo.
St. Paul, Minn.
Syracuse, N. Y.
Tacoma, Wash.
Tampa, Fla.
Terre Haute, Ind.
Toledo, Ohio
Tulsa, Okla.
Utica, N. Y.
Waco, Texas
Washington, D. C.
Waterloo, Iowa
Wheeling, W. Va.
Wichita, Kansas
Wichita Falls, Texas
Wilkes-Barre, Pa.
Williamson, W. Va.
Winston-Salem, N. C.
Worcester, Mass.
Youngstown, Ohio

Phone: BRoadway 0541
467-478 Pittock Block
PORTLAND, OREGON

RECEIVED
JAN 26 1940

Highway Department
Salem, Oregon

January 25, 1940

In Reply Refer to #40198 - RE: GENERAL RUBBER & SUPPLY CO.
VS: MATERNE BROS.
Spokane, Wash.
$135.80

Gentlemen:

We have the above claim against Materne Bros. in the sum of $135.80. They have advised that it should be filed with your Department against Norris Bros. bond arising out of "Richland Halsay Surfacing and Hauling Project, Baker County, Contract 1294-F".

If there is an order for this claim to be filed against that bond, will you please send us the proper form?

Yours very truly,

David Turtledove

COLLECTION MANAGER
DT:MBC:1
*

V. 27 G

ANSWERED
H. B. GLAISYER

#2115

41000 C-13

1-1003

November 21, 1939

Mr. W. H. Lynch
District Engineer
Public Roads Administration
Box 3900
Portland, Oregon

Dear Sir:

Reference is made to your communication of November 10, regarding the condition of Oregon PWS 1294-F, Richland-Halfway. In your communication you state that on your last inspection "it was noted that a point 0.8 miles west of Halfway the surface was broken over a section 400 feet long," and you requested information as to whether or not this fault has been remedied.

This matter was referred to Mr. Bishop immediately upon receipt of the above mentioned letter, and under date of November 20, he reports that the surface has been repaired by patching the oil and that a minor betterment order has been included in the 1940 budget for the draining of the subgrade in order to eliminate such breakage in the future.

Very truly yours,

C. B. McCullough
Assistant State Highway Engineer

CBM:AP

cc Mr. Bishop

Form E-30—Revised—25M—8-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 20, 1939

Subject: Complaint of Public Roads Administration re. Baker-Homestead Hwy.

To:

Mr. C. B. McCullough
Assistant State Highway Engineer

Dear Sir:

I am returning herewith the letter to Mr. Baldock from Mr. W. H. Lynch, District Engineer of the Public Roads Administration, concerning the unsatisfactory condition of the Richland-Halfway Section of the Baker-Homestead Highway, together with a copy of the report made by Mr. Williams, who investigated the condition.

You will note that the riding surface of the highway is in a satisfactory condition but the condition complained of is a matter of minor betterment or construction work in the amount of $150 which is included in our 1940 budget.

Very truly yours,

J. N. Bishop

J. N. Bishop
Maintenance Engineer

JNB/er
encl.

COPY

Form E-30—Revised—25M—6-39

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 16, 1939

Subject: Unsatisfactory condition of a portion of Baker-Homestead Hwy.

To: Mr. J. N. Bishop
Maintenance Engineer
State Highway Commission
Salem, Oregon

Dear Sir:

Replying to yours of November 14, having reference to Public Roads Administration's report that an unsatisfactory condition exists on the Baker-Homestead Highway, particularly at a point .8 mile west of Halfway, where the surface was reported broken over a section 400 feet long on July 26th date.

Please be advised that the surface has been repaired by patching of the oil and that a minor betterment order has been included in our 1940 budget for the draining of the subgrade in order to eliminate such breakage in the future. I refer you to betterment order 1-1602-141 in the amount of $150.00, as submitted with our 1940 budget, for the construction of a drain ditch to cut off seepage water between mile points 62.84 and 63.0, which is the point they referred to.

It seems to me that they are taking this rather seriously, as there is really no breakage, but merely some alligatoring of the oiled surface and the engineer making inspection for the Public Roads Administration was advised of our intention to include in our forthcoming budget the draining of the area before another spring runoff. At the time I was quite certain that he was thoroughly familiar with our plans and I am wondering why the particular reference to the section now.

Very truly yours

W. C. Williams (signed)

W. C. WILLIAMS
Division Engineer

WCW:MA

RECEIVED
NOV 13 1939

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

162.3

November 10, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS 1294-F
Richland-Halfway

Dear Sir:

On our last inspection of the above-named project, July 26, 1938, it was noted that a point 0.8 mile west of Halfway the surface was broken over a section 400 feet long, apparently due to poor drainage of subgrade. Will you please advise if this fault has been remedied?

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

REFERRED TO
Mr Bishop
By Asst. State Highway Engineer

RECEIVED
NOV 14 1939

#2115

RECEIVED
OCT 11 1939
FOR FILING

1-1003

October 6, 1939

COLUMBIA EQUIPMENT COMPANY
81 S. E. Yamhill Street
Portland, Oregon

Attention F. B. McBath, President

Gentlemen:

This acknowledges receipt of your letter of October 5, advising that your claim against Morris Brothers in connection with State Highway Contract No. 2115, Richland-Halfway Section, in the amount of $2284.06, has been settled in full.

We thank you for this information and have entered the same in our records of this job. In addition, we are today notifying the contractor and his surety of the settlement of this claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

October 6, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We hand you herewith copy of a letter today received from Columbia Equipment Company, advising that their claim against Morris Brothers in connection with State Highway Contract No. 2115, Richland-Halfway Section of the Baker-Homestead Highway, has been settled in full. We have noted this satisfaction of claim in our records of this job and are bringing the same to your attention that you may do the same.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

cc - Morris Brothers
Burlington, Washington

COLUMBIA EQUIPMENT COMPA

61 S. E. YAMHILL STREET
PORTLAND, OREGON

Representing:

Austin-Western Rd. Mchy. Co.
Graders
Crushers
Rollers
Scrapers
Sweepers

Barber-Greene Co.
Loaders
Conveyors
Finishers

Thew Shovel Co.
Shovels
Draglines
Cranes

Ransome Concrete Mchy. Co.
Truck Mixers,
Mixers
Pavers

Le Roi Co.
Compressors

Novo Engine Co.
Pumps
Engines
Hoists

MasterVibrator Co.
Concrete Vibrators

Macwhyte Co.
Wire Rope

Centaur Corp.
Hi-Way Mowers

Clayton Mfg. Co.
Kerrick Kleaners

October 5, 1939

Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

On or about the 28th day of August, 1939 we filed with you a claim for $2284.06 on Norris Brothers job of the Richland-Halfway section of the Baker-Homestead highway in Baker County, Ore.

This is to advise that we have just received a check from Norris Brothers that satisfies our claim and we have no further claim against this work so far as Norris Brothers is concerned.

Yours very truly,

COLUMBIA EQUIPMENT COMPANY

By F. B. McBath
President

FBM:LJ

REFERRED TO
SECRETARY

[illegible]

[illegible]

R H Baldwin

1- [illegible] 3

September 15th, 1939

COST ANALYSIS-FINAL REPORT
Baker-Homestead Highway, Richland-Halfway Section
Surfacing & Oiling Contract 2115, Prefix 1-1003
Norris Bros., Contractors
Dean Swift, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
*Screened Gravel Surfacing	$9,420.61	21,363 cu. yd.	0.44	0.60	$12,817.80
*Hauling Surfacing Materials	7,916.00	76,859.5 yd. mi.	0.103	0.10	7,685.95
Sprinkling	947.21	537.6 M-Gal.	1.76	1.50	806.40
Preparation of Base	1,902.46	18.03 Miles	106.00	150.00	2,704.50
Mineral Aggregate in Place	8,014.23	3,158 cu. yd.	2.54	2.50	7,895.00
SC-6 Road Oil in Place	6,694.69	264.87 tons	25.28	25.00	6,621.75
Cutback Asphalt in Place	7,562.71	292.84 "	25.83	24.00	7,028.16
*3/4"-1/2" Cr. Gravel in S.P.	2,499.33	2,211.8 cu. yd.	1.13	1.10	2,432.98
*1/2"-1/4" " " " "	1,868.00	1,653.1 " "	1.13	1.10	1,818.41
*1/4"-0" " " " "	1,130.00	1,000 " "	1.13	1.10	1,100.00
*Hauling " "	1,057.35	10,265.58 yd. mi.	0.103	0.10	1,026.56
Screen Rejections	117.26	451.2 cu. yd.	0.26	0.25	112.80
Haul Screen Rejections	91.55	888.86 yd. mi.	0.103	0.10	88.89
PA #1 - Fencing	170.00	170 rods	1.00	1.00	170.00
Force Account	275.22				275.22
	$49,666.62				$52,584.42

* Sublet to Materne Bros.

Gross Revenue	$52,584.42
Total Cost	49,666.62
Net Profit	$2,917.80

Net Profit Equals 5.5% of Gross Revenue

Richland-Halfway Section

Detail of Cost

Labor:

Supervision (Russell Olson 2 mos. at $200.00)	$400.00	
Labor	4,072.67	
State Industrial Accident Insurance	203.63	
Social Security & Unemployment Insurance	162.91	
		$4,839.21

Materials:

SC-6 Road Oil	264.87 Tons at 18.15 f.o.b. Robinette	$4,807.39	
RC-3 Cutback	292.84 " " 18.70 " "	5,476.11	
			10,283.50

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental	$2,720.00	
Hired Trucks	1,105.30	
Gas, Oil and Grease	1,456.57	
Haulage - Move In	252.00	
Small Tools, Repairs etc.	726.37	
Bond	525.84	
Home Office	525.84	
		7,311.92

Materne Bros., Sub-Contractors:

Screened Gravel Surfacing	21,363	cu. yd.	at	0.40	$8,545.20	
Hauling Screened Gravel Surfacing	76,859.5	yd. mi.	"	0.10	7,685.95	
Mineral Agf	3,158	cu. yd.	"	1.10	3,473.80	
Haul Mineral Aggregate	3,158	" "	"	0.30	947.40	
3/4"-1/2" Cr. Gravel in S.P.	2,211.8	" "	"	1.10	2,432.98	
1/2"-1/4" " " " "	1,653.1	" "	"	1.10	1,818.41	
1/4"-0" " " " "	1,000.0	" "	"	1.10	1,100.00	
Haul " "	10,265.58	yd. mi.	"	0.10	1,026.56	
Screen Rejections	451.2	cu. yd.	"	0.25	112.80	
Haul "	888.86	yd. mi.	"	0.10	88.89	
						27,231.99
						$49,666.62

Richland-Halfway Section

REMARKS:

This contract consisted of the surfacing and oiling of 18.03 miles of roadway. It was awarded November 17th, 1938; work was started November 29th, and finished June 30th, 1939. It was bid by the Norris Bros. for Russell Olsen, who in turn sublet the screening and crushing of surfacing and stockpile materials to Materne Bros. of Spokane.

On January 16th, 1939, Materne Bros., sub-contractors, moved in a new Austin-Western portable crushing plant on the first of the two required set-ups at Halfway and on February 14th, commenced operating. On April 10th, after 7,760 cubic yards of screened and 2,690 cubic yards of crushed gravel had been produced, the plant was moved to the second set-up near Richland. Operations on the second set-up began on April 9th, and were finished on June 10th. The sub-contractor lacked experience, and this coupled with none too favorable weather and tough pits, resulted in a loss of about $8,500.00. The parties who subbed the hauling for $0.09 per yard mile also experienced a loss on their part of the work due to steep adverse grades, winter weather and intermittent operation.

Oiling operations were started May 26th, but due to slowness of sub-contractor on crushing and unfavorable weather conditions, the contract was not completed until June 30th, and consequently resulted in higher than average cost for handling the oil.

If the contractor is held liable for the unpaid bills of the sub-contractor, the profit will be diminished somewhat as there is one bill for $2,284.06 due for rental of the crushing plant.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

F-7003

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

September 15, 1939

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Glaisyer:

Re: COLUMBIA EQUIPMENT COMPANY

We have your letter of September 14, with which you enclosed Notice of Claim by the Columbia Equipment Company against Norris Bros., for work and rental in connection with State Highway Contract No. 2115, Baker County, Oregon.

Inasmuch as the bond in question is being handled through McCollister & Campbell of Seattle, Washington, we have forwarded your original letter and enclosure to that office for attention.

Yours very truly,

R. C. Weiss

Surety Superintendent

RCW:sp

2115

1-1002

September 14, 1939

Hon. Earl Snell
Secretary of State
Capitol Building
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of September 7, 1939, enclosing three copies of a notice of claim in the amount of $2,284.06 by Columbia Equipment Company against Morris Bros., for work on the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

We have noted this claim in our records of this job and are today forwarding copies of the same to the contractor and his surety.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MEL

September 14, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by Columbia Equipment Company, in the amount of $2,284.06, against Morris Bros., for work and rental in connection with State Highway Contract No. 2115, Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

Inasmuch as you are surety for the contractor on this job, we are handing you herewith one of these notices of claim, for your information and action.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
BY

Secretary

MBL

cc - Morris Bros.
Burlington, Washington

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

September 7, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Columbia Equipment Company for $2284.06 against the bond taken from Norris Bros. principals, and U. S. Fidelity & Guaranty Company, surety, for work on the Richland-Halfway section of the Baker-Homestead Highway, which was received from Morton & Ekwall, Attorneys, Portland, and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

NOTICE OF CLAIM AGAINST CONTRACTOR'S BOND

TO THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, COLUMBIA EQUIPMENT COMPANY, an Oregon corporation, 81 S.E. Yamhill Street, Portland, Oregon, has a claim for materials and provisions as follows:

1. Repair parts for No. 100 Austin Western crushing and screening plant February 18, 1939 to August 28, 1939,		$444.06
2. Rental for above described plant on yardage basis February 18, 1939, to August 28, 1939,	$3019.50	
Paid on account,	1179.50	1840.00
in the sum of,		$2284.06

furnished to Lafe Materne and Henry Materne, copartners, dba Materne Bros., subcontractors under M.E. Norris and S. M. Norris, copartners, dba. Norris Bros., of Burlington, Washington, for use in and actually used in the construction of Richland-Halfway section of the Baker-Homestead highway in Baker County, Oregon, against the contractor's bond taken from said M.E. Norris and S. M. Norris, as principals, and United Stated Fidelity and Guaranty Company, their surety, November 17, 1938, in connection with their contract for constructing the above-described highway.

COLUMBIA EQUIPMENT COMPANY

By F. B. McBath
President

Corporate
Seal

Dated September 1st, 1939.

Endorsed: File No 2839
Filed September 7, 1939
EARL SNELL, Secretary of State.

#2115

September 6, 1939

Basche-Sage Hardware Company,
Baker, Oregon.

Attention: G. A. French.

Gentlemen:

Reference is made to your letter of September 1st advising of a claim against Materne Brothers, who were sub contractors on the Norris Brothers, Contract No. 2115, Richland-Halfway Section of the Baker-Homestead Highway in Baker County.

You are advised that the bond furnished in connection with the above contract was written by the United States Fidelity & Guaranty Company, for whom M. K. Sprott, who has offices in the Bedell Building, Portland, is resident agent. The contract was completed June 30, 1939, and was accepted July 26, 1939.

We wish to advise that it will be necessary for you to file your claim through the Secretary of State, in accordance with Chapter 280, Oregon Laws, 1931, a mimeographed copy of which is enclosed.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland,

B&S

BASCHE-SAGE HARDWARE CO.

WHOLESALE AND RETAIL

SHELF AND HEAVY HARDWARE

AUTOMOTIVE, FARM, PLUMBING, MINE
AND MILL SUPPLIES

BAKER, OREGON,

September 1, 1939

RECEIVED
SEP - 5 1939
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Attn: Secretary

Gentlemen:

We have a claim against Matrne Bros., Dusty Washington, for supplies furnished them on the surfacing job between Richland and Halfway on the Baker-Cornucopia highway.

Will you please advise us the name of the Bonding Co. holding their bond so we can file a claim with them?

Very truly yours,

BASCHE SAGE HARDWARE COMPANY

G French

G. A. French

GAF:ES

JMi
prepare answer

2115

August 29, 1939

United States Fidelity &
Guaranty Company,
M. K. Sprott, Res. Agent
Bedell Building
Portland, Oregon

Gentlemen:

We are in receipt of an affidavit from the Columbia Equipment Company setting forth their claim against Materne Brothers for repair parts and equipment furnished in connection with State Highway Contract No. 2115 covering construction of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County. The amount of the claim is $2,284.06.

This contract was awarded to Morris Brothers of Burlington, Washington, for whom Materne Brothers were subcontractors. We are advising you of this claim inasmuch as you appear as surety on the bond furnished by Morris Brothers under this contract.

Yours very truly,

HBG:MC

Secretary

cc - Morris Brothers,
Burlington, Wash.

August 29, 1939

Morton & Ekwall,
Attorneys at Law
Yeon Building
Portland, Oregon

Attention: Mr. E. M. Morton

Gentlemen:

This acknowledges your letter of August 28 transmitting affidavit of the claim of the Columbia Equipment Company against Materne Brothers, subcontractors under Norris Brothers on their contract covering the construction of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County. I note that you desire a certified copy of the contract and bond pertaining to this job. Same is being forwarded to you today under separate cover.

Yours very truly,

HBG:MG

Secretary

2115

RECEIVED
AUG 29 1939
STATE HIGHWAY COMMISSION

E. M. MORTON
WM. A. EKWALL
C. W. KIRK

MORTON AND EKWALL
ATTORNEYS AT LAW
YEON BUILDING
PORTLAND, OREGON

August 28, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

We enclose herewith affidavit on behalf of Columbia Equipment Company made pursuant to provision of 67-1101 Oregon Code as amended, for the purpose of obtaining copy of contract and bond in effect on the Richland-Halfway section of Baker-Homestead highway awarded to Norris Brothers on November 17, 1938, on which Materne Bros. are the sub-contractors.

Will you please forward these copies to us for the use of the Columbia Equipment Company.

Yours very truly,

MORTON & EKWALL

By E M Morton

EMM.bb
encl.

ANSWERED
H. B. GLAISYER

STATE OF OREGON)
) ss.
COUNTY OF MULTNOMAH)

I, F. B. McBATH, being first duly sworn upon my oath depose and say:

That I am President of Columbia Equipment Company, an Oregon corporation, with offices and principal place of business at 81 Southwest Yamhill Street, Portland, Oregon; that said corporation is engaged in the business of selling and leasing road making equipment and machinery and parts therefor, including rock crushers and screeners; that said corporation has supplied to Lafe Materne and Henry Materne, doing business as Materne Bros., sub-contractors for Norris Brothers of Burlington, Washington, for use in construction of the Richland-Halfway section of the Baker-Homestead Highway, in Baker County, Oregon, the following items actually used in the prosecution of the construction on said job, to-wit:

1.	February 18, 1939 to June 19, 1939 repair parts for a No. 100 Austin Western crushing and screening plant		$444.06
2.	Rental for the above described plant on yardage basis, from February 18, 1939 to date	- $3019.50	
	Payments on account	- 1179.50	
	Balance due		1840.00
	Total due		$2284.06

I further depose and say that this affidavit is executed for the purpose of procuring certified copy of contract and bond in effect upon said job as provided by 67-1101 O.C. as amended.

F. B. McBath

Subscribed and sworn to before me this 28th day of August, 1939.

E M Morton
Notary Public for Oregon
My commission expires: 2/28/40

RECEIVED [illegible]

1-1003

August 18, 1939

UNITED STATES FIDELITY & GUARANTY COMPANY
M. L. Sprott, Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from Hon. Earl Snell, Secretary of State, three copies of a notice of claim by Commercial Welding Company, in the amount of $70.00, against Morris Bros., in connection with State Highway Contract No. 2115, Richland-Halfway Section of the Baker-Homestead Highway, in Baker County, for labor rendered.

Inasmuch as you are surety for the contractor on this job, we are enclosing a copy of this notice of claim for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - Morris Bros.
Burlington, Washington

#2115

RECEIVED

August 18, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Mr. Snell:

This acknowledges receipt of your letter of August 16, enclosing three copies of a notice of claim by Commercial Welding Company in the amount of $70.00 against Morris Bros., for work on the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County, being State Highway Contract No. 2115.

We have made note of this claim in our records of this job and are today, notifying the surety and contractor of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
AUG 17 1939
MMISSION

August 16, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Commercial Welding Company for $70.00 against the bond taken from Norris Bros. and U. S.Fidelity & Guaranty Company, surety, for work on the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, which was received from Mr. Arvin O. Robb, Sommer Building, Baker, Oregon, and filed in this office today.

Mr. Robb also requests a copy of the Norris Bros. Bond.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretaty of State

S:FM
encs. 3

COPY

To the Secretary of State of the State of Oregon

NOTICE HEREBY IS GIVEN that the undersigned Al Crawson, doing business in Baker, Oregon under the name and style of Commercial Welding Co., has a claim for labor rendered in welding rolls, 50 lbs. Mangamweld rod on the 7th day of May, 1939, in the sum of $70.00 against the bond taken from Norris Bros. and U. S. Fidelity and Guaranty Company for the work on the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

COMMERCIAL WELDING CO.

By A. L. CRAWSON

Subscribed and sworn to before me this 10th day of August, 1939.

(SEAL)

ARVIN O.ROBB
Notary Public for Oregon

My Commission expires March 8, 1942

Endorsed: File No. 2834
Filed August 16, 1939
EARL SNELL
Secretary of State

RECEIVED
AUG 14 1939
FOR FILING

1-1003

August 14, 1939

Standard Oil Company of California

Walla Walla, Washington

Attention: A. E. Welcome
District Credit Man

Gentlemen:

In response to your inquiry of August 11 you are advised that the Norris Brothers contract, No. 2115, Richland-Halfway Section, in Baker County, was completed on June 30, 1939, and was accepted by the Highway Commission on July 26, 1939.

Very truly yours,

Secretary

AM

JM:AM

STANDARD OIL COMPANY OF CALIFORNIA

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
[redacted] L. M. BUSSERT
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P. O. DRAWER 56

WALLA WALLA, WASH.

August 11, 1939

RECEIVED
AUG 14 1939
STATE H MISSION

Norris Brothers
State of Oregon
Contract, No. 2115

State of Oregon
Highway Commission
Salem, Oregon

Gentlemen:

We would appreciate your advising us whether the above job has been completed, and if so whether final acceptance has been made.

If the job is not entirely completed, if possible, we would like to know percentage of the work that has been done.

Very truly yours,

STANDARD OIL COMPANY OF CALIF.
R. T. VIVIAN, District Sales Mgr.

By A. E. Welcome EBG
District Credit Man

EBG/rms

CLASS OF SERVICE DESIRED			
DOMESTIC		CABLE	
TELEGRAM	X	FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		SHIP RADIOGRAM	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

COPY OF WESTERN UNION TELEGRAM

SALEM OREGON AUGUST 11 1939

RECEIVED
AUG 11 1939
FOR FILING

MORRIS BROTHERS
702 HOGE BUILDING
SEATTLE, WASHINGTON

RETEL WARRANT MAILED YESTERDAY TO BURLINGTON WASHINGTON

H B GLAISYER
SECRETARY STATE HIGHWAY COMMISSION

(COLLECT)

File

RECEIVED PART ONE WARRANT OF [illegible] APPROXIMATELY FIFTEEN
THOUSAND DOLLARS PLEASE ADVICE SEATTLE OFFICE=
MORRIS BROS.

Jim
please [illegible]
File

ANSWERED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

H. B. G.

Warrant in amount $14,869.59, covering semi-final payment on Cont. #2115 - Richland-Halfway Section was mailed to Norris Bros., Burlington, Wash. Aug, 10th (yesterday). They should have it right now.

McFarland.

RN
N

1201

1533

ILLEVER
FIRST VICE-PRESIDENT

SYMBOLS
DL = Day Letter
NL = Night Letter
LC = Deferred Cable
NLT = Cable Night Letter
Ship Radiogram

Time of receipt is STANDARD TIME at point of destination

AUG 11 AM 8 .2

D COMPANY ON JOB 2115 RICHLAND HALFWAY RE FINAL SETTLEMENT WHY HAVE WE NOT RECEIVED PAST DUE WARRANT ON SEMIFINAL APPROXIMATELY FIFTEEN THOUSAND DOLLARS PLEASE ADVISE SEATTLE OFFICE=

NORRIS BROS.

Jim
please [illegible]
[illegible]

ANSWERED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

SERVICE

This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

1201

SYMBOLS
DL=Day Letter
NL=Night Letter
LC=Deferred Cable
NLT=Cable Night Letter
Ship Radiogram

R. B. WHITE
PRESIDENT

NEWCOMB CARLTON
CHAIRMAN OF THE BOARD

ILLEVER
FIRST VICE-PRESIDENT

(33)

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

Received at 437 State St., Salem, Org., Tel. 3171

PRH8 34 NL=SEATTLE WASH 10 1930 AUG 11 AM 8 02

OREGON STATE HIGHWAY COMMISSION=

=RE YOUR LETTER AUGUST THIRD TO BONDING COMPANY ON JOB 2115 RICHLAND HALFWAY RE FINAL SETTLEMENT WHY HAVE WE NOT RECEIVED PAST DUE WARRANT ON SEMIFINAL APPROXIMATELY FIFTEEN THOUSAND DOLLARS PLEASE ADVISE SEATTLE OFFICE=

MORRIS BROS..

Jim
please, [illegible]

ANSWERED
H. B. GLAISYER

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

2115

1-11A3

August 8, 1939

U. S. FIDELITY & GUARANTY COMPANY
McCollister & Campbell, Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from Arvin O. Robb, Attorney, Baker, a notice of claim by Commercial Welding Company against Materne Bros., subcontractors under Morris Bros., in connection with their contract with the State Highway Commission for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County. We are enclosing for your information and action a copy of this notice of claim.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

HBG:MHL

cc - Morris Bros.
Burlington, Wn.

August 8, 1939

Mr. Arvin O. Robb
Attorney at Law
Sommer Building
Baker, Oregon

Dear Sir:

Reference is made to your letter of August 3, advising of claim by Commercial Welding Company, Baker, against Materne Bros., subcontractors under Morris Bros., in connection with their contract with the State Highway Commission for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

Materne Bros. do not have a contract with the State Highway Commission, hence this Commission has not exacted a bond from them. If they have furnished a bond, it was at the demand of Morris Bros., the contractors, and we have no knowledge of the same. The Russell Olson mentioned in your letter is, I understand, Superintendent in charge of work for Morris Bros., hence is not bonded personally to the state.

The bond furnished by Morris Bros. to guarantee the satisfactory completion of this project and the protection of claims was written by the U. S. Fidelity & Guaranty Company, for whom McCollister & Campbell are agents, with offices at 300 Central Building, Seattle, Washington. I would suggest that you present your claim to the agents of the bonding company; also, that you file an affidavit of the same with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws 1931, mimeographed copy of which is enclosed for your information.

In accordance with our usual practice, I am today bringing this claim to the attention of the bonding company and Morris Bros., and trust that you will secure satisfaction in the near future.

Very truly yours,

Secretary

HBG:MBL

H. B. G.

He no doubt refers to the Norris Bros. Cont. #2115, Richland-Halfway Section of the Baker-Homestead Highway in Baker County, 18.0 miles oil mat surface treatment. Was completed June 30, 1939 and was accepted July 26.

Russell Olson is Supt. for Norris Bros. and I think Materne Bros. subbed the crushing.

The bond on the above contract was furnished by United States Fidelity & Guaranty Company, M. K. Sprott, Manager, Bedell Bldg., Portland.

J. McFarland.

I have a claim in the sum of against Materne Brothers who were working as sub-contractors under Russell Olson in the repair of the Halfway-Richland road.

This account is for welding done on machinery may 7, 1939 and as yet no amount has been paid upon the claim.

Please inform me as to who are the sureties on the bonds given by Materne Brothers and Russell Olson under their contract.

Very truly yours,

Arvin O. Robb

ARVIN O. ROBB

AOR:
cc sent Russell Olson
cc sent Materne Bros.

[illegible]

ANSWERED
H. B. GLAISYER

RECEIVED
AUG 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

ARVIN O. ROBB
ATTORNEY AT LAW
SOMMER BUILDING
PHONE 580
BAKER, OREGON

August 3, 1939

State Highway Commission
Salem, Oregon

Dear Sir:-

I have a claim in the sum of $70.00 against Materne Brothers who were working as sub-contractors under Russell Olson in the repair of the Halfway-Richland road.

This account is for welding done on machinery may 7, 1939 and as yet no amount has been paid upon the claim.

Please inform me as to who are the sureties on the bonds given by Materne Brothers and Russell Olson under their contract.

Very truly yours,

Arvin O. Robb

ARVIN O. ROBB

AOR:
cc sent Russell Olson
cc sent Materne Bros.

[illegible]

ANSWERED
[illegible]

August 3, 1939

Materne Bros.
E227 Logfellow Ave.
Spokane, Washington

Dear Sir:-

The Commercial Welding Co. of Baker has placed in my hands for the purpose of collection the account you owe them in the sum of $70.00.

This account is now long past due and unless payment is made within 10 days it will be necessary that I start suit against you and the sureties on your bond for collection.

For your information this work was performed May 7 and is for welding on rolls and 50 lbs Mangamweld rods.

Very truly yours,

ARVIN O. ROBB

cc sent Russell Olson
cc sent State Highway Comm.

August 3, 1939

Mr. Russell Olson
Sackajawea Hotel
La Grande, Oregon

Dear Sir:-

The Commercial Welding Co. of Baker has placed in my hands for the purpose of collection an account which is oweing it by Materne Brothers of Spokane who I understand were working as sub-contractor under you on the Richland-Halfway road.

Unless this account, which is in the sum of $70.00 is paid within 10 days I will of necessity bring suit against the Materne brothers and the sureties on the different bonds for collection.

For your information this bill was contracted for welding on rolls and 50 lbs. Mangamweld rod.

Very truly yours,

ARVIN O. ROBB

AOR:
cc sent Materne Bros.
cc sent State Highway Comm.

#2115

August 7, 1939

Union Oil Company of California,
Spokane, Washington.

Gentlemen:

In response to your inquiry of August 4th you are advised that the Norris Brothers Contract No. 2115, Richland-Halfway Section in Baker County, was completed June 30, 1939. This contract was accepted July 26, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FORM 401 SPO 3-36 5 M

RECEIVED
AUG 7 - 1939
STAT COMMISSION

Union Oil Company of California

CHRONICLE BUILDING

SPOKANE, WASHINGTON

August 4,1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Will you please be kind enough to tell us if State of Oregon Contract #2115, of which Norris Brothers were the original contractors, has been completed and accepted to date, and if so, the date of acceptance?

Thank you.

Yours very truly,

UNION OIL COMPANY OF CALIFORNIA

JFahey

District Credit Supervisor

TJF:VB
Encl.

2115

RECEIVED
AUG 1 1939
FOR FILING

1-1003

August 8, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2115, for the construction of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, has been completed by the contractors, Morris Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after August 12, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the contractors in connection with this contract will be $52,584.42, including the final payment. Of this amount $275.22 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2115

CORNUCOPIA GOLD MINES
CORNUCOPIA, OREGON

RECEIVED
JUL 14 1939
STATE HIGHWAY COMMISSION

1-1003

July 12, 1939

United States Fidelity and Guaranty Co.
McCollister and Campbell, Agents
300 Central Building
Seattle, Washington

Attention: Mr. Edwards

Gentlemen:

A copy of my letter to the Oregon State Highway Commission regarding a past due account with the Materne Brothers Contracting Company, subcontractors for Morris Brothers, was sent to your office about a week ago.

Since your office was notified, a check has been received from the Materne Brothers which pays their account in full.

Yours very truly,

CORNUCOPIA GOLD MINES

By ____________________
Mine Accountant

c. c. Oregon St. Hgwy. Comm.
c. c. Materne Bros. Contr. Co.

42115

FOR FILE

July 7, 1939

Cornucopia Gold Mines

Cornucopia, Oregon

Attention: Everett McKellar
Mine Accountant

Gentlemen:

Acknowledgment is made of the receipt of your letter of July 2 advising us of your claim against Materne Brothers Contracting Company in the amount of $7.80 representing the value of 60 feet of cable which you furnished Materne Brothers on April 9, 1939, for use in connection with road construction work that they were carrying on between Richland and Halfway.

Materne Brothers do not have a contract with the State Highway Commission. However, investigation of the records reveals that they are subcontractors under Norris Brothers for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County, state highway contract No. 2115.

In connection with this project Norris Brothers were required to furnish the state with a surety bond for the protection of labor and material claims and all just debts, dues and demands incurred against the project. This protection extends to creditors of subcontractors insofar as claims incurred by them are legitimate claims against the job on which they are employed.

In this particular instance the bond furnished by Norris Brothers was written by the United States Fidelity and Guaranty Company, McCollister and Campbell, Agents, 300 Central Building, Seattle, Washington. I would suggest, therefore, that you file notice of your claim with the agent of the bonding company and that you also file notice of your claim with Norris Brothers, the original contractor, whose address is Burlington, Washington.

As a further protection of your claim and in order to hold the bond responsible and liable for the payment of the same after the expiration of a period of six months from the date of completion of the project, you should file notice of your claim with the Secretary of State of the State of Oregon in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice, I am today sending a copy of your letter to the United States Fidelity and Guaranty Company and also a copy to Morris Brothers and trust that you will receive satisfactory settlement of your claim in the near future.

Very truly yours,

HBG:AM

Secretary

July 7, 1939

McCollister & Campbell, Agents
United States Fidelity & Guaranty Co.
300 Central Building
Seattle, Washington

Gentlemen:

I am handing you herewith a copy of a letter that the State Highway Commission has received from the Cornucopia Gold Mines advising of its claim against Materne Brothers, subcontractors under Norris Brothers for the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County, state highway contract No. 2115. The claim is in the amount of $7.80 representing the value of 60 feet of cable furnished Materne Brothers in connection with this contract.

This information is given you inasmuch as you appear surety on the bond furnished by Norris Brothers.

Very truly yours,

Secretary

AM

cc - Norris Brothers
Burlington, Washington

RECEIVED
JUL 7 - 1939
OREGON
STATE HIGHWAY COMMISSION

CORNUCOPIA GOLD MINES
GENERAL MINE OFFICE
CORNUCOPIA, OREGON

July 2, 1939

State Highway Commission
Salem, Oregon

Gentlemen: Materne Bros. Contracting Co.

The above company has nearly completed a road surfacing contract between Richland and Halfway, Oregon as you know, and as they owe us a small account which they apparently do not intend to pay, we are taking this opportunity of presenting our account to you for collection.

Our account is small, $7.80 to be exact, representing the cost of 60 feet of new cable @ 13¢ per foot which was given to the Materne Brothers on April the 9th merely as an accommodation on our part.

It is not the size of the bill that leads us to present this claim to you, but the fact that our numerous requests for payment have been completely ignored. After we were good enough to offer such an accommodation in the time of need we feel the least we should expect is a "thank you" from this company.

Yours very truly,

CORNUCOPIA GOLD MINES

BY: Everett McKellar
Mine Accountant

cc: Materne Bros. Contracting Company
Richland, Oregon

Contract #2115
Richland - Halfway Section
Norris Bros - Contractors
Materne Bros - subcontractors
Last approved June 17
Contract compl. June 30, 1939

ANSWERED
H. B. GLAISYER

Form 338—5M—7-36

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending July 1,1939, 193

Section Richland - Halfway

Kind of work Surf. and Oil

Highway Baker - Homestead

Section prefix 1 - 1003

Contractor Norris Brothers

Contract number 2115

Date of contract Nov.17,1938, 193

Date of completion Sept.30,1939, 193

Date work started Nov.29,1938, 193

Estimated date of completion June 30,1939, 193

Amount of contract $ 55,494.50

Per cent of time elapsed 88 %

Estimated cost of completed project, exclusive of engineering $ 55,494.50

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 3300, 6 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Work completed on this project Friday June 30th.

NOTED
RAY WEBBER

NOTED
H. N. HACKETT

NOTED
H. W. LIBBY

NOTED
VAN SCOY

Signed Dean Swift

Address Baker, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		18.0	5000	18.0	
Miles partially completed					
Miles completed		18.0	5000	18.0	
Total estimated quantities		22,000	5000	2850	
Estimated quantities moved or placed to date		21,360	5000	2850	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day				1	
Hours per shift				8	
Average force on project for week				10	

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Form 320 COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	8				2		
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels 1, Power graders 2, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday	Fair		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

REFERRED TO
By Asst. State Highway Engineer

1-1003

2nd, 1939

COST ANALYSIS TO April 10th, 19

Richland-Halfway Section, Baker-Homestead Highway
Contract 2115, Prefix 1-1003
Norris Bros., Contractors
Materne Bros., Sub-Contractors
Dean Swift, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	*Unit Bid	Gross Revenue
Screened Gravel Surfacing	$7,391.73	7,760 cu. yd.	0.95	0.40	$3,104.00
Hauling Surfacing Mat'ls.	1,335.60	12,720 yd. mi.	0.105	0.10	1,272.00
3/4-1/2 Cr. Gravel in S.P.	1,835.20	1,240 cu. yd.	1.48	1.10	1,364.00
1/2-1/4 " " " "	1,346.80	910 " "	1.48	1.10	1,001.00
1/4-0 " " " "	799.20	540 " "	1.48	1.10	594.00
Hauling " "	752.12	7,540 yd. mi.	0.105	0.10	754.00
	$13,460.65				$8,089.00

* Sub-Contractor's Prices

Total Cost	$13,460.65
Gross Revenue	8,089.00
Net Loss	$5,371.65

Net Loss Equals 66.4% of Gross Revenue

NOTE: This loss was experienced on the set-up near Halfway. The sub-contractor is now working on the second set-up located near Richland and will suffer an additional loss.

Richland-Halfway Section

Detail of Cost

Labor:

Supervision (L. Materne)	$375.00	
Labor	5,098.29	
State Industrial Accident Insurance	328.40	
Social Security & Unemployment Insurance	218.93	
		$6,020.62

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$850.00	
Rented Equipment	2,439.50	
Truck Hire (Does not include labor)	1,023.40	
Gas, Oil and Grease	961.79	
Small Tools, Repairs Etc.	1,250.60	
Freight (35% of shipping in portable crushing plant)	326.53	
Misc. & Overhead Expense	491.80	
Bond	96.41	
		7,440.03
		$13,460.65

Richland-Halfway Section
Materne Bros., Sub-Contractors

REMARKS:

This sub-contract consisted of the production of 22,000 cubic yards of screened gravel surfacing, 3,200 cubic yards of crushed gravel mineral aggregates and 5,000 cubic yards of crushed gravel in stockpiles. The contract was bid November 9th, 1938; work was started November 29th, and up to April 10th, 1939 the sub-contractor had completed the first of the two required plant set-ups.

The crushing plant consisted of a new Austin-Western portable crushing and screening outfit (9" x 40" jaw, 16" x 30" rolls, 1 - 3' x 6' two deck screen, 1 - 3' x 12' two deck screen), a 120 h.p. caterpillar diesel engine, 1 - 3' x 10' 2-deck screen and a 40 h.p. stationary dragline hoist equipped with a 1¼ cu. yd. bucket. Erection of plant was commenced on January 23rd, and crushing operations were started February 18th. For bringing material to the plant the contractor expected to use an RD 8 cat and dozer, but due to high water conditions this proved unsatisfactory and was replaced with a small stationary dragline hoist. While in operation the plant averaged about 25 cu. yds. per hour (approximately 70%, 2" - 0 screened gravel and 30% crushed materials) and amounted to only about 50 to 60% of its capacity. This low production was due to the small capacity of the hoist. Also, some difficulty was experienced in the pit whenever submerged logs were encountered.

A 3/8 cu. yd. shovel was brought in on April 8th, to replace the hoist, as the problem of submerged logs was becoming more difficult and worked for one week, at which time the sub-contractor decided that it would be more economical to move to the next set-up and haul back the 1,500 cu. yds. required. The portable screening plant was rented on a royalty basis of payment of $0.10 per cu. yd. of screened and $0.15 per cu. yd. of crushed gravel surfacing.

The loss on this job is mainly due to the inexperience of the subcontractor and his inability to cope with difficult problems when they arise. The pit, however, proved to be quite difficult and the winter weather was far from desirable. The hauling sub-contractors, who are being paid $0.09 per yard mile, are also experiencing a loss on their part of the work.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

April 4th, 1939

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Dear Sir:

With reference to Price Agreement No. 1, dated February 28, 1939, on Oregon PWS 1294-F, Richland-Halfway Section.

Mr. Williams, Division Engineer at La Grande, has pointed out the extravagance of the type of fence we have been constructing on P.W.A. projects. He considers them needlessly expensive and out of keeping with the rest of the fences in eastern Oregon. He also states that such elaborate fences merely call attention to the stockpiles and set them out from the landscape, which is undesirable.

The fence is merely a mark of ownership and can prevent no one from entering the property who really desires to steal material. The gate to a woven wire fence can be as easily broken and entered as to a barbed wire fence.

Our prices on woven wire fence have been considerably higher than we anticipated when the design was prepared. Therefore, I can see no reason for standardizing on this type of fence. Where the barbed wire fence is standard construction I can see no objection to its use around stockpiles.

Very truly yours,

State Highway Engineer

R

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

RECEIVED
MAR 22 193
STATE HIGHWAY COMMISSION

March 17, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon PWS 1294-F
Richland-Halfway

Dear Sir:

Reference is made to your letter of March 13 requesting approval of an item of fencing on the above named project, to which we replied on March 14 offering approval. Our approval was based on constructing the same type of fence as specified on other P.W.A. projects, for example, 1372-F, Unit B, Newport rock production project.

We are now in receipt of your letter of March 15 to which is attached four copies of Price Agreement No. 1 dated February 28, 1939. This agreement calls for an entirely different class of fence than those previously specified. Will you therefore furnish us an explanation of the reasons for constructing what appears to us to be a very low type of fence on this project.

In requesting advance approval of price agreements and work orders in the future, please furnish us all information that will appear on the agreement.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAR 2 1939

for your action
HAP

FORM 5-A-1 5M 2-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 13th, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

NOTED

Gentlemen:

In regard to the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, P.W.A. Oregon 1294-F.

The original application for this project did not include the construction of fences around the stockpile sites. This is quite desirable and has been included in many of the other P.W.A. projects which were let at a recent date. There is sufficient money in the project set up to fence the stockpile sites at M.P.'s 52.0, 62.17, 59.37, 49.00, 49.60 and 56.37. The contractor is willing to do this at $1.00 per rod which would cost $236.00.

May we have your favorable consideration of this addition to the original contract.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 13 1939
STATE HIGHWAY COMMISSION

March 10, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am submitting herewith price agreement No. 1 on the Richland-Halfway Section of the Baker-Homestead Highway in Baker County. This price agreement is to cover the construction of 256 rods of fence around stockpile sites at an estimated cost of $256. Additional project authorization is not required.

The fencing of stockpile sites was not included in the contract for this project, but the fencing of the sites is desirable.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

March 7, 1939

1-100

Mr. C. C. Hockley
Regional Director
Public Works Administration
506 Failing Building
Portland, Oregon

Dear Sir:

Re: Richland-Halfway Section
Docket No. Oregon 1294-F

We are enclosing four certified copies of the excerpts from the minutes of the meeting of the Highway Commission and the resolution accepting the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VH
cc: Bureau of Public Roads
H. B. Glaisyer

APPROVED

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

4-

February 23, 1939

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action, which will effect the acceptance of the PWA's offer to aid by way of grant in financing the construction of the Richland-Halfway Section of the Baker-Homestead Highway.

If this resolution meets with your approval, please pass it on to the Secretary, so that he can present it before the Commission at its next meeting.

Yours very truly,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

CAG:VM
Attachments

APPROVED
J. M. Devers
ATTORNEY FOR HWY. COMM.

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

M

FEDERAL EMERGENCY ADMINISTRATION
OF PUBLIC WORKS

REGIONAL DIRECTOR
508 Failing Building
Portland, Oregon

(M-90)

February 21, 1939
In Reply Please Refer To

Re Docket No.: Ore. 1294-F
Project : State Highway (Baker Co.)
Applicant : State Highway Commission of the State of Oregon, Salem, Oregon

Mr. R.H. Baldock,
State Highway Engineer,
Salem, Oregon

Dear Sir:

Enclosed is an offer by the United States of America to aid in financing the construction of the above project by making a grant. There are also enclosed:

(1) Two conformed copies of such offer;
(2) Three copies of Terms and Conditions;
(3) An Acceptance Record Memorandum.

Particular attention is directed to the starting and completion dates set forth in the offer. By the acceptance of the offer the applicant covenants to observe these dates.

The Terms and Conditions are part of the Government's offer and should be carefully read by your governing body before the offer is accepted.

Since all funds necessary to cover the cost of a complete project, useful and adequate for the intended purpose, in excess of the amount of the grant, must be provided by the applicant, it is suggested that immediately upon the receipt hereof you instruct your architect or engineer, as the case may be, to review carefully the latest estimate of cost to make certain that it is in conformity with present day prices. If, upon this review, it is found that the project contemplated by the application can not be constructed within the amount of funds made available by the Government, plus such amount as can be made available by the applicant, the design should be revised accordingly. In making this estimate preliminary cost, cost of land and necessary equipment (if such are a part of the project), engineering, legal and administrative expenses, interest, and a reasonable contingency item should be included. If it is determined that it is impossible to revise the design of the project so that the estimated cost thereof will be within the amount of the available funds the offer should not be accepted. No funds can be paid under the offer until we are assured that the whole cost is provided for. The responsibility of assuring itself that it can construct a complete project, useful and adequate for the intended purpose, within the amount of the available funds, rests with the applicant.

It should be made clear to your governing body that under the Terms and Conditions to which the offer is subject the cost of the project upon which the grant is based is determined by the Administrator. This means in the final analysis that the Administrator has the right to determine the items and costs upon which the Government will pay a grant. The approval of the application and the making of an allotment therefor do not mean that the estimate of cost submitted by the applicant in its application has been approved. No portion of the grant can be paid, for example, on costs or charges of a continuing nature not incurred specifically for the project and which would under ordinary circumstances be met from the applicant's own funds, even though such costs or charges are provided for in the applicant's original estimate of cost.

The enclosed offer must be accepted or rejected within seven days of the date thereof. In the event that the proceedings essential to authorize the acceptance of the offer can not legally be completed within seven days, a telegraphic notice of the intention of the applicant to accept the offer must be made by a proper representative or officer to this office. Suggested forms and procedure for accepting the offer will be found in the Acceptance Record Memorandum. Immediately after the resolution accepting the offer has been adopted, the secretary of the applicant's governing body should certify and forward to this office promptly three certified copies of the minutes covering the adoption of such resolution and setting out such resolution in full.

When the documents evidencing the acceptance of the offer are forwarded to this office, they should be accompanied by the architect's or engineer's latest revised estimate of cost on the basis of which the applicant determined that it could proceed with the project within the amount of funds available (together with a plot plan showing the proposed site of the project and indicating the land which the applicant proposes to acquire and the actual or probable cost thereof).

Immediately upon the acceptance of the offer, your architect or engineer should be instructed to communicate with this office with respect to the preparation of final plans and specifications and the advertisement for bids.

Prompt acknowledgment of this letter and enclosures is requested. If anything is not clear or if any difficulties arise, please communicate with us at once.

Sincerely yours,

Acting Regional Director

For the Administrator

Enclosures - Listed

FORM S-M-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
FEB 20 1939
OREGON
STATE HIGHWAY COMMISSION

February 17, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

NOTED
State Highway Engineer

Dear Sir:

I am enclosing herewith extra work order No. 1 on the Richland-Halfway PWA project. This work order covers the preparation of four stockpile sites.

On the Richland-Halfway project, which was let early, the preparation of stockpile sites was not included in the contract items. The work, therefore, will have to be done as extra work, as per authority of the general provisions.

Very truly yours

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:MA
enc.

cc R. H. Baldock

#2115

RECEIVED
JAN 28 1939
FOR FILING

STANDARD OIL COMPANY OF CALIFORNIA

OFFICE
FIRST NATIONAL BANK BLDG
11 SOUTH SECOND STREET
P. O DRAWER 56

SALES DEPARTMENT
R. T. VIVIAN
DISTRICT SALES MANAGER
O. L. HARDING
C. A. PERKINS
ASSISTANT DISTRICT SALES MANAGERS

WALLA WALLA, WASH.

January 25, 1939

Materne Brothers,
Spokane, Wash.

Oregon State Highway Commission,
Salem, Oregon

Gentlemen:

In order that we may have accurate information in our files concerning the work of surfacing, rock crushing and stock piles on the Richland-Halfway Section of the Baker-Homestead Highway in which the above contractors are engaged we would appreciate your filling in and returning the attached form to us, in the enclosed self-addressed envelope.

Yours very truly,

STANDARD OIL COMPANY OF CALIFORNIA
R.T.Vivian, District Sales Manager

By T. E. Welcome
District Credit Man

EBG

Attach

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
... R. ..., SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

C. B. McCULLOUGH
ASSISTANT STATE HIGHWAY
ENGINEER

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 9 1939
FOR FILING

January 6, 1939

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Richland-Halfway Section
Docket No. Oregon 1294-F

Please consider this as a request for an amendment to our original application for grant to aid in financing the construction of the above-named job. In accordance with the PWA Regional Director's Bulletin 26, we offer the following data in support of our request for an amendment to the application.

A-1. The Highway Commission has authorized R. H. Baldock, State Highway Engineer, to present to the Bureau of Public Roads and to PWA a request for an amendment to the original application.

a. The description of the project as presented under the original application still stands. There is no change in the items of work originally planned and stated in the original application.

b. The specific change in the application is requested as follows:

(1) Increase the total estimated cost of the project from $57,790.00, as shown on the original application, to $62,443.50, the revised estimate of cost.

(2) Increase the grant allotment from $26,000.00, as shown on the original application, to $28,099.00, or 45% of the revised estimate of cost to construct the project. (See Section A-2. of this letter for a detail of the revised estimate of cost to construct.)

c. Funds in the amount of 55% of the total estimated cost will be supplied by the Highway Commission from general highway revenues. These funds are available at this time and are on deposit with the Treasurer of the State of Oregon.

A-2. Estimates of the cost of the project are detailed below. The estimate submitted with the original application was general, as all of the details in connection with the job had not been developed at the time the application was submitted. In comparing the application estimate with the revised or detailed estimate, we do not consider the extra items shown as a change in plan, but as a development of detail.

Application Estimate
July 26, 1938

Preliminary				$1,000.00
Right of Way				1,200.00
Construction				
Screened Gravel Surfacing	18,000 cu. yds. at	.60	10,800.00	
Screened Gravel Surfacing Haul	57,000 yd. mis. at	.11	6,270.00	
Filler	3,000 cu. yds. at	.30	900.00	
Filler Haul	6,000 yd. mis. at	.11	660.00	
Sprinkling	1,000 M. gal. at	1.50	1,500.00	
Mineral Aggregate	3,000 cu. yds. at	2.30	6,900.00	
SC-2 Road Oil	310 Tons at	22.00	6,820.00	
SC-6 Road Oil	290 Tons at	27.00	7,830.00	
Preparation of Base	17.6 Mi. at	100.00	1,760.00	
Crushed Materials in Stockpile	5,000 cu. yds. at	1.10	5,500.00	
Haul Stockpile Materials	15,000 yd. mis. at	.10	1,500.00	
Contingencies			2,000.00	
Total Construction				52,440.00
Engineering	6% of Construction			3,150.00
Total of application estimate				$57,790.00

Revised Estimate

Preliminary				$ 200.00
Right of Way				1,200.00
Construction				
Screened Gravel Surfacing	22,000 cu. yds. at	$ .60	13,200.00	
Screened Gravel Haul	78,000 yd. mis. at	.10	7,800.00	
Filler	2,800 cu. yds. at	.25	700.00	
Filler Haul	5,200 yd. mis. at	.15	780.00	
Sprinkling	1,000 M. gal. at	1.50	1,500.00	
Preparation of base	18.03 miles at	150.00	2,704.50	
Mineral Aggregate	3,200 cu. yds. at	2.50	8,000.00	
SC-6 Road Oil	290 tons at	25.00	7,250.00	
Cutback Asphalt	290 tons at	24.00	6,960.00	
3/4"-½" Crushed Gravel	2,300 cu. yds. at	1.10	2,530.00	
½"-1/4" Crushed Gravel	1,700 cu. yds. at	1.10	1,870.00	
1/4"-0" Crushed Gravel	1,000 cu. yds. at	1.10	1,100.00	
Crushed Gravel Haul	11,000 yd. mis. at	.10	1,100.00	
		Subtotal Contract		55,494.50
Engineering and Contingencies				5,549.00
		Total		$62,443.50

PWA Share $28,099.00 State Share $34,344.50

B. An election to supply the additional funds is not required.

C. Plans for the project have not been revised. They remain the same as those submitted with the contract documents before the call for bids was issued.

The State Highway Commission is endeavoring in every way to cooperate with the Public Works Administration in getting work started at the earliest possible date. In line with this, our applications were submitted in advance of detailed information on this project. As noted above, the total cost of this project has exceeded our preliminary estimates. All of this work will be done under your regulation, and all of it will provide the labor which is a primary object of your program. We would ask that the grant allotment be increased to cover the usual percentage of federal participation on such projects.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

CBM:VM
cc: Bureau of Public Roads - 3
R. H. Baldock
G. S. Paxson

FORM S-A-1 5M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

December 17th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

In response to your telephone conversation, I approve the sub-contracting of work on the Richland-Halfway Surfacing to Materne Brothers, but I cannot consent to the shutting down of the work until spring.

I know of no place in eastern Oregon more adapted to winter work than in this section, and if the contractors wish to bid in this state they should abide by our regulations.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

5

RECEIVED
DEC 7 1938
FOR FILING

1-1003

December 7, 1938

MORRIS BROTHERS
Burlington
Washington

Gentlemen:

We are sending you today by express a fully executed copy of Contract No. 2115 which was awarded to you by the State Highway Commission on November 17, 1938, covering the surfacing and oiling of the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 29 1938
FOR FILING

November 26,1938.

IN REPLY PLEASE
REFER TO FILE NO.

1-10.3

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

The W.P.A. projects, Richland-Halfway and Rock Creek-Morrow County Line, must be started by December 1st, 1938, without fail. For your information there is attached hereto copies of telegrams sent to the contractors on these projects. If the contractors should fail to start on or before December first be sure to have the Resident Engineer have men working on the job and notify the Bureau of Public Roads the work has started. The men's time to be charged to the contractor when he starts.

Please give this your personal attention for the funds for those projects must not be allowed to lapse.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM 8-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-1

November 25, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Richland-Halfway Section
Docket Number Oregon 1294-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, Morris Brothers.

Certified copies of the tabulation of bids and control estimate will be forwarded in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

FORM [illegible]

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County, Docket Number Oregon 1294-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 17, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November 17, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of November, 1938.

H.B.Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

34-1

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE RICHLAND-HALFWAY SECTION OF THE BAKER-HOMESTEAD HIGHWAY IN BAKER COUNTY, DOCKET NUMBER OREGON 1294-F

WHEREAS, bids received for the construction of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Norris Brothers, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Richland-Halfway Section of the Baker-Homestead Highway in Baker County be and the same is hereby awarded to Norris Brothers, contractor, in the amount of Fifty-five Thousand Four Hundred Ninety-four Dollars and Fifty Cents ($55494.50), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

1-2003

November 23, 1938

Morris Brothers

Burlington, Washington

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2115 which was awarded to you on November 17, 1938, for surfacing and oiling the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County.

Will you please execute all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 20 of the General Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

MC:AM Secretary

cc - Mr. W. A. Reeves.

RECEIVED
NOV 1938

1-1063

November 19, 1938

Morris Brothers

Burlington, Washington

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for 18.0 miles oil mat surface treatment on the Richland-Halfway Section of the Baker-Homestead Highway, in Baker County. This award was based on your low bid of $55,494.50 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. C. S. Paxson

File

RECEIVED
NOV 4 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

November 3, 1938

NOV - 3 1938
OREGON STATE HIGHWAY COMMISSION

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1294-F,
Richland-Halfway Section of the
Baker-Homestead Hwy., Baker County

Dear Sir:

As requested in your letter of October 15, we are returning today under separate cover the following maps and profiles pertaining to the Richland-Halfway Section of the Baker-Homestead Highway, PWA Docket #1294-F:

Maps:

Blueprint	400' Blueprint, Sta. 2306+00 (Beginning of Project) to Sta. 232+00 = 0+00.
Dwg.No. 2F-5-1	400' Detail, Sta. 232+00 = 0+00 to Sta. 0-64.1 = 0-28.5.
Dwg.No.2F-6-12	100' Detail, Sta. 0-64.1 = 0-28.5 to Sta. 248+67.7 = 0+00.
Dwg.No.2F-8-14	400' Detail, Sta. 248+67.7 = 0+00 to Sta. 157+77.1 (End of Project).

Profiles:

Dwg.No. 3C-8-12	100' Detail, Sta.2306+00 (Beginning of Project) to Sta. 2422+55.7 = 1+25.7.
Dwg.No. 1C-22-7	100' Detail, Sta. 2422+55.7 = 1+25.7 to Sta.232+00 = 0+00. (No profile Sta. 0+00 - 9+87.3)
Blueprint	100' Print, Sta. 9+87.3 = 184+60.0 to Sta. 0-64.1 - 0-28.5.
Dwg.No.2C-24-5	100' Detail, Sta.0-64 = 0-28.5 to Sta. 248+67.7 = 0+00.
Dwg. No.3-C-28-8	100' Detail, Sta. 248+67.7 = 0+00 to Sta. 151+81.1. (No profile Sta. 151+81.1 to Sta. 157+77.1).

Yours very truly,
W. H. LYNCH,
DistrictEngineer

By: L Caufield
L. J. Caufield, Hwy. Engr.

RECEIVED
JAN 23 1939
FOR FILING

October 15, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

For your information relative to the alignment and grade on the proposed Richland-Halfway Section of the Baker-Homestead Highway (PWA 1294), we are sending by express the following maps and profiles:

Maps:

Blueprint	400' Blueprint, Sta. 2306+00 (Beginning of Project) to Sta. 232+00 = 0+00.
Dwg. No. 2F-5-1	400' Detail, Sta. 232+00 = 0+00 to Sta. 0-64.1 = 0-28.5.
Dwg. No. 2F-6-12	100' Detail, Sta. 0-64.1 = 0-28.5 to Sta. 248+67.7 = 0+00.
Dwg. No. 2F-8-14	400' Detail, Sta. 248+67.7 = 0+00 to Sta. 157+77.1 (End of Project).

Profiles:

Dwg. No. 3C-8-12	100' Detail, Sta. 2306+00 (Beginning of Project) to Sta. 2422+55.7 = 1+25.7.
Dwg. No. 1C-22-7	100' Detail, Sta. 2422+55.7 = 1+25.7 to Sta. 232+00 = 0+00. (No profile Sta. 0+00 - 9+87.3)
Blueprint	100' Print, Sta. 9+87.3 = 184+60.0 to Sta. 0-64.1 = 0-28.5.
Dwg. No. 2C-24-5	100' Detail, Sta. 0-64.1 = 0-28.5 to Sta. 248+67.7 = 0+00.

Dwg. No. 3C-28-8 100' Detail, Sta. 248+67.7 = 0+00 to Sta. 151+81.1. (No profile Sta. 151+81.1 to Sta. 157+77.1).

We would like to have the detail drawings returned to us at your convenience.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

Form 2-H-1 1000 6-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
OCT 6 1938
FOR FILING

1-1203

IN REPLY PLEASE REFER TO FILE NO.

October 4, 1938

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I am furnishing herewith additional information you requested in your letter of October 1 for use in preparing special provisions for the Richland-Halfway section of the Baker-Homestead Highway in Baker County:

1. I find that your mile points of 45.67 and 63.7 are correct for the termini of the project. Will you please make this change in the special provisions? In making this change, it will be necessary to change the stockpile and gravel pit locations. I am submitting a revised statement of material sources, giving the locations according to the revised mile points.

2. A 50 foot width of oiled surface in Richland and Halfway is as follows:

RICHLAND: Station 2322 to 2329
HALFWAY: Station 153+50 to 157+77.1

There is additional oil on the section to be done, such oil extending over the following sections:

Through Richland: Station 2308 to 2343+50
Through Halfway: Station 146 to 157+77.1

3. New surfacing is to be placed on the 50 foot wide section in Halfway only on the unoiled portion. It is not intended to disturb the existing oiled surfacing, but merely to apply the 0-30 oil mat over the same. On all of the rest of the oiled roadway the oil will be abandoned and scarified or other means taken to provide proper shaping of the subgrade. Additional surfacing materials will be placed over this oiled macadam as it is not stable, which is the reason for its being resurfaced.

4. It is my personal opinion that SC-2 road oil is more satisfactory for a prime coat than RC-3. The RC-3 does not penetrate

FORM 5-M1 1900 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

Mr. H. G. Smith, Construction Engineer
Subject: Additional information requested
for writing special provisions on
Richland-Halfway oiling, Baker-Homestead Hwy.

into the base, but merely forms a film on top, which cracks easily. I have not had any experience with the use of emulsion for a prime coat, so can not pass on this type.

As the prime coat is to be covered with type D-30 oil mat, it is possible that the RC-3 would be satisfactory, but it costs more and I can see no advantage. This, however, I will leave to the judgment of Mr. Baldock and yourself and you will please specify in the special provisions the type you wish used.

5. It is my intention that the maintenance materials be made from the two inch plus material. In other words, the same type of material as is manufactured for mineral aggregates.

6. It is O.K. to specify beginning of work as of December 1, as a considerable portion of the project along Powder River can be satisfactorily worked during the winter months.

7. The thickness of the existing surfacing on the project varies from two inches to four inches. On all the sections where the resurfacing is to be two inches in thickness, the existing surfacing is at least four inches in depth. On sections where the resurfacing is to be four inches in thickness, the existing surfacing is two inches or more in depth.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

1-11-3

October 1,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande,Ore.

Dear Sir:

In working up the plans and special provisions for the Richland-Halfway Section of the Baker-Homestead Highway, the following questions have been raised.

1 - Our straight line charts do not check the mile posts used in the special provisions. The new chart shows Station 2306+00 as Mile Post 45.67 and being approximately 1400 ft. west of the west limits of Richland. Station 157+77.1 is shown as Mile Post 63.7, at junction with the route to Cornucopia. However, the length of the project is approximately the same.

Is it O.K. to use these limits and reduce your mile post references in specifications by .4 of a mile?

2 - Will you please furnish station to station limits of the 50 ft. width between curbs in Richland and Halfway.

Are these 50' widths the only sections now oiled? If not give station to station limits and width of oiled surface.

3 - Should new surfacing be placed on the 50 ft. section in Halfway?

Your specifications call for 4" but typical section shows none.

Are any special provisions required regarding preparation of subgrades on oiled macadam prior to gravel surfacing? Such as scarifying, etc.

4 - Will the use of R.C.-3 Asphalt or emulsified asphalt in binder course be acceptable in lieu of S.C.-2?

5 - Is it your intention that the maintenance materials be made from 2" + material?

6 - Would it be O.K. to specify the beginning of work as of December 1,1938?

7 - What are the approximate thicknesses of existing surfacing?

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith, Construction Engineer.

Dictated by
Chas. E.Low
H
CC to
R.H.Baldock

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

September 30, 1938

RECEIVED
OCT 4 1938
LEGAL DEPT

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Richland-Halfway Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
J M Devers
ATTORNEY FOR HWY COMM

REFERRED TO Glaisyer
FOR
J. M. DEVERS

CAG:VM
Attachments

m

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE RICHLAND-HALFWAY SECTION
PWA DOCKET NO. OREGON 1294-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Baker County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 21 to the Bureau of Public Roads, which work is comparable to the work to be performed in this project. / 30

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Retort operator	$1.00
Retort fireman	.87½
Distributor driver	.90
Distributor leverman	.90
Power broom operator	.75
Drag scraper operator	.80
Powderman	1.00
Jackhammer man	.75
Oiler	.80
Crusher feeder	.75
Truck drivers	.75
Roller operator	1.00
Power blade operator	1.12½
Compressor operator	1.00
Tractor operator (35 H.P. and under)	.85
Shovel operator	1.25
Common labor	.50

Be It Burther Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Richland-Halfway Project, in Baker County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 5-M-1 1M 1-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

RECEIVED
JUL 26 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

July 22, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

As requested in your letter of July 16, I am submitting herewith an estimate for an approximate $50,000 P.W.A. surfacing and oiling project between Richland and Halfway on the Baker-Homestead Highway.

I have made a study of this section and it appears that there are approximately 10 miles that should be stabilized with an additional four inches of surfacing materials and the additional 7.5 miles should have some surfacing materials in order to smooth up the existing gravel base and make it suitable for oiling.

In that locality fine gravel materials are very scarce and I do not believe suitable materials can be found for use pit run. I therefore based the estimate on the use of screened gravel 1½ inches to nothing in size. The resulting oversize material can be crushed for mineral aggregate and for State maintenance material in stockpile, of which at least 5000 cubic yards should be provided for future maintenance.

It is my belief that the use of screened gravel surfacing properly compacted with suitable filler if needed and sprinkling will provide a very satisfactory surface on which the oil mat wearing surface can be constructed.

For the oil mat surface treatment the estimate provides a prime coat of .4 gallon per square yard of SC-2 oil covered with a standard 0-30 type oil mat wearing surface. In the financial setup I have estimated $1000 for preliminary engineering with which to prepare the necessary plans, survey gravel pits, etc. I estimate the cost of the gravel pits at $800. An additional $400 is provided for prospecting the pits to determine quality, quantity, etc.

I am enclosing a project sketch map showing the limits of the project and the gravel pits that have been located.

In the event that it is necessary to show the roadbed width, the same is only 18 feet over most of the project. I believe, however that we can secure an 18 foot oiled width throughout.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA
enc
cc R. H. Baldock ✓

CONTRACT #2116

106-1016 Charleston-Miner Creek Sec., 1938
Cape Arago Secon. Hwy.
#2116

106-1016 Charleston-Miner Creek Sec., 1938
Cape Arago Secon. Hwy.
#2116

RECEIVED
DEC 16 1939
FOR FILING

106-1016

December 16, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2116, for the construction of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway in Coos County, has been completed by the contractprs, Coos Bay Dredging Company, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 26, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $36,868.79, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 12 1939
FOR FILING

[illegible]

December 11, 1939

Coos Bay Dredging Company
Marshfield, Oregon

Gentlemen:

The final voucher, referred to in your letter of December 8, has been prepared for sometime but could not be released until the time limit was properly extended.

As this is a PWA job, it is necessary to have the Public Roads Administration concur in the time limit extension before it is presented to the State Highway Commission for acceptance. At present, the time extension is in the hands of the Public Roads Administration and as soon as their approval has been received prompt action will be taken.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

ESTABLISHED 1903

PHONE 140

Coos Bay Dredging Co.

JACK McLEOD, PRESIDENT

GENERAL CONTRACTORS

SAND AND GRAVEL

Marshfield, Oregon

RECEIVED
DEC 11 1939
COMMISSION

December 8, 1939

Oregon State Highway Commission
Salem, Oregon

In re: Charleston-Miner Creek Project
Contract #2116

Gentlemen:

To date we have not received our retainage in the amount of Three Thousand Six Hundred and Forty-eight Dollars and Sixteen cents ($3648.16) due on the Charleston-Miner Creek Project. As this project was completed and accepted August 11, 1939, we are anxious to know what is holding up payment.

If you would let us know why the retainage has not been paid us or when we may expect our final check, it would be very much appreciated.

Thanking you, we are

Yours very truly,

COOS BAY DREDGING COMPANY

BY Jack McLeod
President

JM:dm

RECEIVED
NOV 16 1939

#2115

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

106-1016

November 15, 1939

Oregon State Hwy. Comm.
Salem, Oregon

Re: 58774-12-703-38 - Coos Bay Dredging Co.

Gentlemen:

The above captioned bond covers contract for grading and surfacing 1.49 miles of the Charleston-Miner Creek Section of the Cape Arago Secondary Hwy.

According to the last status report this contract was to have been finished around September 30th, 1939. We are enclosing our inquiry form which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

Yours very truly,

Raymond C. [illegible]
Surety Superintendent

GW
Encl.

106-1016

November 8, 1939

H. B. Glaisyer

H. G. Smith

Time Extension - Contract #2116 - P.W.A. 1322-F

Dear Sir:

You are advised that the time limit on Contract No. 2116, Charleston-Minor Creek Section, in Coos County, Coos Bay Construction Company, expired on July 29, 1939.

This contract was not completed until August 11, 1939, so it will be necessary that the time limit be extended to this date before final payment can be made.

Very truly yours,

Secretary.

J. McF.

R.H. Baldock

106-1016

November 2nd, 1939

FINAL COST ANALYSIS
Charleston-Miner Creek Section
Cape Arago Secondary Highway in Coos County
Contract 2116 Prefix 106-1016

NOTED
State Highway Engineer

Coos Bay Dredging Co., Contractors
F. E. Umphlette, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,477.51	100%		1975.00	$1,975.00
Trench Excavation	612.97	730.2 cu. yd.	0.840	1.00	730.20
Excavation, Single Class	10,110.69	54,812.4 " "	0.185	0.19	10,414.36
Overhaul	545.77	35,776.1 yd. sta.	0.016	0.01	357.76
Truck Haul	525.78	3,157 yd. mi.	0.167	0.10	315.70
Finishing Roadbed & Slopes	226.08	1.49 mi.	151.73	125.00	186.25
Rounding Cutbanks	430.11	4,500 lin. ft.	0.096	0.10	450.00
12" Concrete Pipe	156.47	159 " "	0.984	1.60	254.40
18" " "	752.44	402 " "	1.872	1.90	763.80
48" " "	712.86	80 " "	8.911	8.25	660.00
18" Corr. Iron Pipe	94.71	56 " "	1.691	2.00	112.00
Salvaging Culvert Pipe	98.68	168 " "	0.587	0.50	84.00
Concrete Catch Basins	33.00	1 only	33.00	35.00	35.00
Salvaging Surf. Mat'ls.	331.18	503 cu. yd.	0.658	0.75	377.25
2"-0 Mat'ls. in Surf.	10,241.83	3,729 " "	2.747	2.80	10,441.20
3/4"-0 " " "	6,371.55	2,250 " "	2.832	2.80	6,300.00
Sprinkling	351.45	222 M-Gal.	1.583	1.50	333.00
PA #1 36" Concrete Pipe	622.03	104 lin. ft.	5.981	6.85	712.40
PA #2 9" Corr. Iron Pipe Perf.	107.70	114 " "	0.945	1.10	125.40
" " Rock Backfill in Drains	42.00	15 cu. yd.	2.80	2.80	42.00
PA #3 8" Porous Drain Tile	961.93	2,373 lin. ft.	0.405	0.55	1,305.15
" " Rk. Bkfill in Drains	891.00	297 cu. yd.	3.00	3.00	891.00
PA #4 24" Pipe (Bell & Spigot Type)	4.80	3 lin. ft.		1.60	4.80
" " Galv. Steel Pipe and Haul	53.82	Lot			53.82
	$36,756.36				$36,[illegible].49

Contract 2116

Cost Analysis (Continued)

Gross Revenue	$36,924.49
Total Cost	36,756.36
Net Profit	$168.13

Net Profit Equals 0.46% of the Gross Revenue

Contract 2116

Details of Cost

Labor:

Supervision		$1,834.50	
Labor		8,733.28	
State Industrial Accident	5% of P/R	528.39	
Unemployment Compensation	3% of P/R	317.03	
Old Age Benefit	1% of P/R	105.68	$11,518.88

Materials:

12" Concrete Pipe	159 lin. ft. at $0.53	$84.27	
18" " "	402 " " " 1.10	442.20	
24" " "	3 " " " 1.60	4.80	
36" " "	104 " " " 4.45	462.80	
48" " "	80 " " " 5.84	467.20	
9" Perf. C.I.P.	114 " " " 0.66	75.24	
9" C.I.P. Bands	4 " 0.72	2.88	
18" C.I.P.	56 " " " 1.05	58.80	
18" " Bands	2 " 1.61	3.22	
8" Porous Drain Tile	2,372 " " " 0.126	298.87	
Galvanized Steel Pipe 3" - 4" -	48 " ") Including Haul 30 " ")	53.82	
2"-0 Cr. Rock	3,729 cu. yd. at 1.50 (F.O.B. Crusher)	5,593.50	
3/4"-0 Cr. Rock	2,250 cu. yd. at 1.50 (F.O.B. Crusher)	3,375.00	
Material for Catch Basin		14.00	
Rock Backfill	15 cu. yd. at 2.80 (Delivered on job)	42.00	
" "	297 cu. yd. at 3.00 (Delivered on job)	891.00	11,869.60

Miscellaneous:

Move In	$356.81	
Equipment Rental (Including Repairs)	6,579.75	
Gas, Oil and Grease	1,834.58	
Explosives	465.74	
Barging 5,979 cu. yd. Crushed Rock at $0.45	2,690.55	
Small Tools and Miscellaneous	227.70	
Overhead Expense	105.00	
Home Office Expense	738.50	
Bond	369.25	13,367.88
Total Cost		$36,756.36

Contract 2116

REMARKS:

This was a P.W.A. project and consisted of construction of 1.49 miles of highway roadbed, salvaging and placing of approximately 500 cu. yd. of surfacing materials and construction of 1.49 miles of crushed rock surfacing. The contract was bid and awarded November 17th, 1938, started Nov. 29th, 1938 and completed August 12th, 1939.

Clearing and grubbing operations covered an area of approximately 12 acres, and a crew averaging three men and a logging donkey engine, starting in November 1938, worked five months to complete the clearing and grubbing which consisted of coastal spruce, fir, hemlock, underbrush and numerous snags and down trees.

About 83% of excavation material, or 45,600 cu. yd. was moved with a D 8 cat and 12-yard LeTourneau scraper, and the remaining 17%, or 9,200 cu. yd., was moved with a ½-yard Hansen shovel and light trucks. Of the latter quantity about 3,000 cu. yd. had to be drilled and shot. Excavation material consisted of clay, loam, sand and sandstone in varying proportions, the solid being sandstone and was found in the bottom of several cuts. Where conditions were favorable, a tandem unit was used with the cat and scrapers.

Salvaging of surfacing materials was accomplished with cat and scraper, the material being scalped from the roadbed, hauled to stockpiles from which it was later loaded with a shovel into trucks and dumped on the road.

Surfacing rock was purchased from the Hilstrom plant located on Kentuck Slough, the price being $1.50 per cu. yd. delivered on barges. Barging crushed rock from the plant site to Charleston and unloading into a bunker cost $0.45 per yard. From the bunkers, light trucks hauled the material an average of 3/4-mile where it was dumped on the road and spread and maintained with a power blade and a roller.

Considerable wet weather which delayed operations and lengthened the duration of the job reduced the profit on this job. The necessity for installing additional drainage, which became apparent as grading operations progressed, disrupted the plans of the contractor for excavation, caused equipment and men to be shifted frequently and also increased cost and reduced the profit.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

106-1016

#

RECEIVED
SEP 15 1939
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

September 14, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: 58774-12-703-38 - Coos Bay Dredging Company

The above captioned bond covers contract for grading and surfacing 1.49 miles of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway.

According to the last status report, this contract was to be completed August 31, 1939. We are enclosing our inquiry form which we ask that you kindly complete and return to us at your earliest convenience in order that we may ascertain the present status of this contract.

Yours very truly,

Raymond C. [illegible]
Surety Superintendent

SP

Aug 15
E - $36,481.55
R - 3,648.16
Pd - $32,833.39

FORM S-A-1 5M 2-37

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

AUG 23 19

106-191

North Bend, Oregon
August 21, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

NOTED
C. S. McCullough

Dear Sir:

The completion date on project PWA Docket No. 1322-F, Contract No. 2116, was reported to you as August 11th and should be changed to August 12th.

After the contractor submitted his payroll covering the period of week ending August 12th, it was found that a foreman worked 4 hours and a truck driver 3 hours under the date of August 12th.

Very truly yours,

E. E. Umphlette
Resident Engineer

EEU:
cc/ R. H. Baldock
K. D. Lytle

2116

RECEIVED
AUG 17 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
1112 BEDELL BUILDING, PORTLAND, OREGON
TELEPHONE: ATWATER 8483

MORRISON K. SPROTT
Manager

JOSEPH A. BOYCE
Superintendent of Claims

106-1016

August 16, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

Re: 58774-12-703-38 - Coos Bay Dredging Company

We would appreciate it very much if you would kindly complete the enclosed form and return it to us at your earliest convenience.

This inquiry blank is in connection with our bond which covers contract for grading and surfacing 1.49 miles of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway.

Thanking you in advance, we are,

Yours very truly,

M K Sprott

Manager

SP
Enc.

July 15

E - $26,958.40
P - $ 2,695.84
Pd - $24,262.56

Form 330—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending August 12, 1939

Section Charleston-Miner Creek

Kind of work Grading and Surfacing.

Highway Cape Arago Secondary.

Section prefix 106-1016.

Contractor Coos Bay Dredging Company.

Contract number 2116

Date of contract November 17, 1938

Date of completion July 29, 1939

Date work started November 29, 193

Estimated date of completion August 11, 1939

Amount of contract $ 34,426.25

Per cent of time elapsed 106 %

Estimated cost of completed project, exclusive of engineering $ 37,000.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 2,024.62, 6 %

Date project was completed August 11, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

PROGRESS BY CONTRACTOR.

Monday. Power blade and water wagon, mixing and maintaining 3/4"-0" surfacing material. Two laborers finishing fill slopes and ditches.

Tuesday. Cletac and bulldozer 2 hours building road approach right of station 265.

Wednesday. Blade, roller and water wagon , two trucks and 1 laborer placing 3/4"-0" surfacing material.

Thursday. Blade, roller, water wagon, two trucks and 1 laborer placing 3/4"-0" Surfacing material.

Friday. Contractor completed project, August 11, 1939.

ENGINEERING.

One material inspector 5 days.

RAY WEBBER

Signed F. E.

Address North Bend, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	1.49	1.49			
Miles partially completed	1.49	1.49			
Miles completed	1.49	1.49			
Total estimated quantities	54,000 C.Y	6,000 C.Y			
Estimated quantities moved or placed to date	53,500	6,000 C.Y			
Average daily quantities	Completed	Completed			
Average daily quantities necessary to complete project on time					
Number shifts per day		1			
Hours per shift		8			
Average force on project for week		9			

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Coos COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	6					1	7
Men and teams							
Men and trucks under 3 tons	2						2
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders 1, Rollers 1, Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers 1, Sheet-foot rollers ...., Water Wagon 1 ...., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Cloudy		
Friday	Cloudy		
Saturday	Cloudy		

FORM 844
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
AUG 12 1939
OREGON
STATE HIGHWAY COMMISSION

5

716 - 10½

North Bend, Oregon
August 11, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch, District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Work completed today, August 11th, on the PWA Docket No. Oregon - 1388-F, Contract No. 2116, grading and surfacing of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway in Coos County, Oregon.

Very truly yours,

E. H. Umphlette
Resident Engineer

EHU:
cc/ R. H. Baldock
K. D. Lytle

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 28 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1939
FOR FILING

106-1016

April 27, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

NOTED

Dear Sir:

We are enclosing, for your approval, Price Agreement No. 2 covering the furnishing and installation of 74' of 8" P.C.I.P. on the Charleston-Miner Creek Section.

This pipe is to be placed on an eighteen foot fill and as the contractor is anxious to get started on the fill, it is requested that a telephone approval of the Agreement be secured.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock ✓

FORM S-A-1 5M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 13th, 1939

Mr. V. H. Coffey
Resident Engineer
State Highway Dept.
North Bend, Oregon

NOTED

Dear Sir:

I am advised that Price Agreement No. 1 on the Charleston-Miner Creek Section has been performed prior to the receipt of the approved price agreement. This is in spite of Circular Letter #99 which apparently has been violated in every respect. In fact the price agreement was received in this office without even being marked "emergency", and I took it upon myself to secure telephone approval.

In the present instance the price agreement has been returned by the Bureau as not being susceptible to cooperation on account of the work being done prior to the receipt of the signed agreement. This not only loses the State Highway Department some $300.00 in cooperation but places the Division Engineer and the Salem office in the position of having certified to an untruth.

Please be advised that Circular Letter #99 is to be strictly enforced, and those resident engineers who cannot follow its instructions will be dismissed from the service.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
K. D. Lytle

FORM S-A-1 7M 11-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

March 9, 1939

16-101½

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Herewith, for your consideration, Price Agreement No. 1, Contract 2116, Charleston-Miner Creek Section of the Cape Arago Secondary Highway.

In preparing the plans for the above section, the location called for the extension of the existing culvert at Station 314+00 with a 48-inch pipe. When Coffey measured the pipe, he found the present pipe is only 36-inches and he wishes to make the extension with the same size culvert.

Coffey advises that the contractor has the pipe on the job but has not installed it. My affidavit saying the pipe work has not been done is substantially correct.

Very truly yours,

K. D. LYTLE
Division Engineer

State Highway Engineer
NOTED

encs

cc: Baldock ✓

FORM 8-A-1 6M 9-38
Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 21 1939
FOR FILING

February 20th, 1939

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

We are returning herewith profile for the proposed grade revision on the Charleston-Miner Creek Section of the Cape Arago Highway.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

NOTED
State Highway Engineer

HGS:AK

cc to: R. H. Baldock

FORM 2-A-1 .6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 18th, 1939

Mr. E. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Permission is hereby given to make the grade change on the Charleston-Miner Creek Section, Oregon P.W.A. Docket 1322-F, suggested in your letter of February 9th.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

NOTED
State Highway Engineer

FORM 2-A-1 6M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FOR FILING

February 15, 1939

Mr. Victor Coffey,
Resident Engineer,
North Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

At the request of the Division Office we are sending you by express one roll of cross sections on the Charleston-Cape Arago Section of the Cape Arago Secondary Highway, station 378+92 to 544+50. Our File 10-15.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
C. B. McCullough
K.D. Lytle

FORM 2-A-1 5M 2-39

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 11 1939
FOR FILING
106-1976

February 10th, 1939

Mr. W. R. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

NOTED

Dear Sir:

Permission is requested to make a change in the grade line between Stations 318 and 345 on the Charleston-Miner Creek Section of the Cape Arago Secondary Highway, Contract No. 2116, P.W.A. Oregon 1322-F, in order to remove the sharp vertical curve between Stations 327 and 331 where the sight view will be somewhat obscured.

This change will cost about $838.00, but there is more than sufficient money in the set-up to take care of it.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

FORM 3-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 10th, 1939

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

I am asking the P.W.A. for authority to make the change which you propose on the Charleston-Miner Creek Section of the Cape Arago Secondary Highway. There is sufficient money in the original set-up to make this change, but the P.W.A. authorities are more particular than on standard Bureau work, so please do not do anything about it until we secure permission. I will return the profiles after we hear from them.

I do not wish, however, to encourage our resident engineers to make radical changes in the location plans. These things should be decided when the locations are made and the time of the residency parties not taken up by making studies of such elaborate changes. This is merely a question of policy and could have been decided just as well at the time of the location as after the contract was let.

Very truly yours,

R. H. BALDOCK
S TATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 10 1939
STATE HIGHWAY COMMISSION

RECEIVED
FEB 10 1939
FOR FILING

106-1016

Feb. 9, 1939

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst. State Highway Engineer

Attention: H. G. Smith

Dear Sir:

I am sending herewith profile showing the proposed grade change on the Charleston-Miner Creek Section of the Cape Arago Secondary Highway.

At first I was not disposed to give this matter very serious consideration, but after studying it again, it occurred to me it might be well to spend an additional amount occasioned by this change.

You will note there is an 8° curve on one side and a 10° curve on the other. If we reduced the vertical curve at Station 329 it would provide some measure of safety in passing. As yet, insufficient work has been done on this project to give us any idea whether we could save enough money any where else to pay for this change.

Please look this over and advise as to whether or not we should make the revision.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:C

enc

cc: McCullough ✓

RECEIVED
JAN 19 1939
FOR FILING

January 19, 1939

Coos Bay Dredging Company

Marshfield, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2116 which was awarded to you on November 17, 1938, for grading and surfacing the Charleston-Miner Creek Section of the Cape Arago Secondary Highway, in Coos County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE No.

RECEIVED
JAN 16 1939
FOR FILING

RECEIVED
JAN 14 19[illegible]
[illegible] COMMISSION

Jan. 13, 1939

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: C. S. Paxson

Re: Charleston-Miner Creek
Docket No. 1322-F

Dear Sir:

In answer to our inquiry, Mr. Coffey, Resident Engineer, on the above project, advises the Coos Bay Dredging Company wrote their insurance company asking the latter to assure the Highway Department that they were fully covered as called for in the contract.

Mr. Coffey does not know whether the insurance company has done so.

This letter is being written to ascertain if the contractor has provided the necessary insurance.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Probert
Baldock ✓

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

DEC 20 1938
STATE HIGHWAY COMMISSION

Dec. 19, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S H. Probert

NOTED
Asst. State Highway Engineer

Dear Sir:

There will be no estimate on the Charleston-Miner Creek Section of the Cape Arago Secondary Highway, Contract No. 2116 as the work done by the contractors did not amount to $500.00

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Mr G. Smith
Baldock

RECEIVED
NOV 30 1938
FOR FILING

November 30, 1938

Coos Bay Dredging Company

Marshfield, Oregon

Gentlemen:

We are sending to you today, by express, four copies of State Highway Contract No. 2116 which was awarded to you on November 17, 1938, for grading and surfacing the Charleston-Miner Creek Section of the Cape Arago Secondary Highway, in Coos County.

Will you please execute all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should be furnished this office.

Your attention is also called to the provision on page 25 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:AM
cc - Mr. W. A. Reeves

FORM 5-A-4 [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 29 1938
FOR FILING

November 26, 1938.

IN REPLY PLEASE REFER TO FILE NO.

Mr. E. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

The W.P.A. project, Charleston-Miner Creek, must be started by December 1st, 1938 without fail. For your information there is being attached hereto copy of telegram sent to the contractor on this project. If the contractor should fail to start on or before December first be sure to have the Resident Engineer have men working on the job and notify the Bureau of Public Roads the work has started. The men's time to be charged to the contractor when he starts.

Please give this your personal attention for the funds for this project must not be allowed to lapse.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER

By

H. G. Smith,
Construction Engineer

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM 5-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

9-2

106-1016

November 25, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Charleston-Miner Creek Section
Docket Number Oregon 1822-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, Coos Bay Dredging Company.

Certified copies of the tabulation of bids and control estimate will be forwarded in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

FORM 5-E

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway in Coos County, Docket Number Oregon 1322-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 17, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November 17, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25d day of November, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

34-2

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE CHARLESTON-MINER CREEK SECTION OF THE CAPE ARAGO SECONDARY HIGHWAY IN COOS COUNTY, DOCKET NUMBER OREGON 1322-F.

WHEREAS, bids received for the construction of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway in Coos County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Coos Bay Dredging Company, contractor, is the lowest responsible bid received and is within the funds available forthe construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Charleston-Miner Creek Section of the Cape Arago Secondary Highway in Coos County be and the same is hereby awarded to Coos Bay Dredging Company, contractor, in the amount of Thirty-four Thousand Four Hundred Twenty-six Dollars and Twenty-five Cents ($34426.25), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

5

RECEIVED
NOV 21 1938
FOR FILING
106-1016

November 19, 1938

Coos Bay Dredging Company
North Front
Marshfield, Oregon

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for grading and surfacing the Charleston-Miner Creek Section of the Cape Arago Secondary Highway, in Coos County. This award was based on your low bid of $34,426.25 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By
Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 9-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 13 1938
FOR FILING

RECEIVED
11 1938
STATE HIGHWAY COMMISSION

Oct. 10, 1938

R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: H. G. Smith

Dear Sir:

Reference is made to Mr. Low's letter of October 4th relative to various questions on the Charleston-Miner Creek Section of the Cape Arago Highway.

1 - A We have shown on the profile a plan of the spring box to be constructed showing the elevation of road, springs, and size and elevation of footings. The soil in the immediate vicinity of the spring is white sand with a small percentage of clay. The outlet and overflow pipe will cross the road at an angle of 90°.

B There is no seepage water, at present, in the vicinity of the spring. No perforated pipe will be required for drainage.

C The 30' of 12" pipe was originally intended for an overflow pipe. When writing up the special provisions, we planned to use a 4" overflow pipe and failed to change the plans accordingly. There is no natural cross drainage. We will construct a road approach on the left side at Station 281+75. No pipe will be required under this approach as the ground slopes towards the left. This approach has been added to the plans.

D There will be no special fittings required for the galvanized iron pipe. The present outlet pipe does no connect with anything and we did not plan to connect the new pipe.

E The tope of the box culvert will be 2' below profile grade.

2. It was considered desirable to construct a catch basin at Station 304+20 to allow surface water from the right side to enter the box. The catch basin will also serve as a clean-out box allowing access to both the pipe

under the highway and the road approach so that may be cleaned.

3. The only special item under clearing and grubbing that will be necessary because of removal of buildings will be the work of removing any shacks remaining on the right of way at the time the contract is let. The clearing from Station 274 to 282 consists entirely of brush. From Station 282 to the end of the project it is mainly logged off land with some small down timber and brush. There is very little standing timber on the right of way.

4. We have used corrugated iron pipe on the west end of the job for the reason that the ground is rather swampy and provides a poor foundation. Where concrete has been specified, the ground is firm and foundation is good. We have changed the plans to shown 18" pipe wherever new culverts are required. Existing 12" culverts we plan to extend with 12" pipe. Due to the type of soil and drainage areas, there is no need for perforated pipe or drain tile on the high side of the road.

5. At Station 304+10, the existing 12" x 12" wooden box culvert will be removed and replaced with 84' of 18" concrete pipe. The profile is being mailed to your office tonite under separate cover.

The revised right of way descriptions and hard copy may will be submitted to your office within the next day or so.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

cc: Baldock ✓

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 8 1938
FOR FILING
106-1116

October 6, 1938.

Mr. Victor Coffey,
Resident Engineer,
North Bend, Ore.

Dear Sir:

At the request of the division office we are sending you under separate cover hard copy profile of the Charleston-Cape Arago Section of the Cape Arago Secondary Highway.

Please return this profile just assoon as you are thru with it as it is needed in working up the plans and special provisions for the Charleston-Miner Creek project.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock
K. D. Lytle

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
1938

166-1516

October 4, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

RECEIVED
OCT 4 1938
LEGAL DEP'T

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Charleston-Miner Creek Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

APPROVED
J M Devers
ATTORNEY FOR HWY. COM.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR
J. M. DEVERS

CAG:VM
Attachments

M

(112)

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE CHARLESTON-MINER CREEK SECTION

PWA DOCKET NO. OREGON 1322-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Coos County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 21 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have beendetermined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Sloper--layout	$ .75
Powder man	1.00
Jackhammer man	.75
Steel and tool dresser	1.00
Drag scraper operator	.80
Oiler	.80
Crusher feeder	.75
Truck driver (1½ - 3 tons mfr. rated cap.)	.75
Truck driver (over 3 tons)	.85
Roller operator	1.00
Power shovel operator	1.25
Tractor operator (75 H.P. and over, with attach.)	1.25
Tractor operator (35 - 75 H.P.)	1.00
Tractor operator (under 35 H.P.)	.85
Power blade	1.12½
Compressor operator	1.00
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Charleston-Miner Creek Project, in Coos County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer

Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 5-A-1 10M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
OCT 6 1938
FOR FILING

266-1015

October 4, 1938

Mr. K. D. Lytle,
Division Engineer,
Roseburg, Ore.

Dear Sir:

In working up the plans and special provisions for the Charleston-Miner Creek Sectionof the Cape Arago Highway, the following questions have been raised:

1 - Your plans call for a concrete box for spring 8' right of Station 281+19.

(a) Furnish lay out and plans showing elevation of springs; elevation of road, size and elevation of footings and type of pump foundation soil. Description of overflow alignment and grades, etc.

(b) Is seepage water present in the vicinity of the spring? Is perforated pipe required for drainage from under the fill?

(c) Why the 30' of 12" pipe on the plans? Is there natural cross drainage? Pipe is too short. Is there a road approach?

(d) Are there any special fittings required for galvanized iron pipe? Valves, elbows, tees, etc., and how many? To what does the pipe connect, if anything?

(e) Is the top of the box to be near the finished grade?

2 - Why is it necessary to construct catch basin at Station 304 + 20? Field notes call for concrete pipe elbows.

Would special junction box serve or is catch basin required to pick up surface drainage? If so, give size and type of box. Sketch should be submitted.

3 - Should there be any special reference under "clearing and grubbing" necessary because of removal of buildings. What is the general nature of clearing and grubbing work?

4 - Why should corrugated iron pipe be used at the west end of the job and not elsewhere. Should all pipe on highway be minimum of 18" in diameter? Is sufficient drainage provided for on the high side of the roadbed? Such as perforated pipe; drain tile.

5 - Map showed 12" x 12" wooden box culvert across highway at Station 304+10. Profile does not mention.

Is this to be removed? And/or replaced?

For your convenience we are sending you blue prints of Federal Aid sheets 3, 4, and 5.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM 2-B-1 [illegible] 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

(31)

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

FOR FILE

September 13, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find resolution for the Commission's action which will effect the acceptance of the PWA offer to aid by way of grant in financing the construction of the Cape Arago Surfacing and Oiling in Coos County, PWA Docket No. Oregon 1322-F. If this resolution meets with your approval, please turn it over to the secretary so that he may bring it before the Commission at their next meeting.

Very truly yours,

G S Paxson
G. S. Paxson
Bridge Engineer

CAG DK
Enclosures

M

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. S. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

AUG 11 1938

RECEIVED
AUG 12 1938
FOR FILING
106-1015

August 10, 1938

R. H.Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

In accordance with your request, I am submitting below an estimate of cost covering 1.49 miles of grading and surfacing on the Charleston-Miner Creek Section of the Cape Arago Secondary Highway No. 240:

Estimate Of Cost

Preliminary Engineering - - - - - - -	$1125.00
Right-of-way - - - - - - - - - - - - - -	2475.00
Construction - - - - - - - - - - - - - - -	35626.50
Construction Engr. & Contg. - - - -	3673.50
Total - - - - - - - - - - - - - - - - -	$42900.00

The total cost of locating the line from Charleston to Cape Arago was approximately $4050.00 of which I have estimated $1125.00 as being the proper charge against the above 1.49 mile section.

Special Provisions covering this project have been written and will be forwarded as soon as they are typed.

I have selected this project rather than the one from Pigeon Point to Charleston as we oiled the latter this year and I hate to tear it up right away. No oiling was figured in this job because it was so short and because it is hard to get a good job of oiling without permitting the surfacing to compact.

Very truly yours,

NOTED
C. B. McCullough

K. D. LYTLE
Division Engineer

cc: Baldock ✓

FORM 5-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 16 1938
FOR FILING

Count
Project
Secretary

[illegible]

July 14, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Enclosed are duplicate copies of Estimate of Cost, Tabulation and Computation of Quantities for the grading, surfacing and oiling of the proposed revision at Deadman's Curve on the Cape Arago Secondary Highway.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

RBS:G

encs

cc: Baldock

NOTED
State Highway Engineer

RECEIVED
JUN 13 1938
FOR FILING

106-1616

June 9, 1938

Mr. J. H. Bishop
Office

Dear Sir:

Please refer to your copy of Mr. Glaisyer's letter of June 7 regarding additional expenditures in connection with the oiling of the Cape Arago Secondary Highway. Please have these items added to the order.

Very truly yours,

State Highway Engineer

RHB:HI

5

2-A-1 10M 3-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

June 7, 1938

IN REPLY PLEASE
REFER TO FILE NO.
31

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on June 2, 1938, considered Mr. Bishop's report on the cost to oil Cape Arago Secondary Highway in the vicinity of Charleston, Coos County.

Mr. Bishop estimated that it would take the entire amount of $2,500 heretofore authorized by the Commission for oiling on this road, to complete the oiling work from the end of the present oiled surface to Charleston and through Charleston. He estimated that it would cost an additional $750 to oil the shoulders adjacent to the highway through the town of Empire and an additional $500 to widen the curb in the town of Empire. The Commission by unanimous vote authorized these additional expenditures.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Probert
Mr. Bishop

RECEIVED
JUL 18 1938
FOR FILING

106-1386

May 3, 1938

Mr. R. H. Baldock
State Highway Engineer
O F F I C E

Dear Sir:

The State Highway Commission, at its meeting on April 26, 1938, authorized an expenditure of about $2,500 from the emergency fund to finance a light oil project on the Cape Arago Secondary Highway in the vicinity of Charleston.

Mr. Lewis Simpson and Mr. George Vaughn, representing the Empire Chamber of Commerce, were present in regard to this matter. Mr. Vaughn asked for the oiling of the shoulders adjacent to the pavement in the town of Empire. You were instructed by the Commission to look into the matter and also to investigate the widening of a curve at Empire.

Very truly yours,

RBG:AM

Secretary

cc - Mr. Probert
Mr. Smith
Mr. Bishop

April 11, 1938

Mr. L. J. Simpson
Empire Development Company
Empire, Oregon

Dear Sir:

I wish to acknowledge your letter of April 8, stating that you have been delegated to represent the Coos Bay Gateway Chamber of Commerce at the next regular meeting of the State Highway Commission, and asking me to set a definite time for your appearance at such meeting.

The next regular meeting of the Commission is scheduled to be held on Thursday, April 28, 1938. I have set 4:00 o'clock p. m. as the time for your appearance before the Commission. The meeting is to be held as usual in the Auditorium on the third floor of the Public Servive Building, Portland.

There is a possibility the Commission can hear you about 11:00 o'clock a. m. on that day if you are present at that time. The hour depends on how long it takes to read the bids which the Commission is receiving in the morning.

With kindest regards, I remain

Very truly yours,

Secretary

HBG:AM

EMPIRE DEVELOPMENT COMPANY
Builders of Oregon's Future Seaport City
OWNERS OF
FOUR THOUSAND ACRES WITH FIVE MILES OF DEEP WATER FRONTAGE
OFFERING
FREE INDUSTRIAL SITES WITHOUT CITY TAXATION
EMPIRE, COOS BAY, OREGON

April 8, 1938.

Mr. H. B. Glaisyer,
Oregon State Highway Commission,
Salem, Oregon.

My Dear Mr. Glaisyer:-

The Coos Bay Gateway Chamber of Commerce at its meeting last evening, asked me to represent them and attend the next meeting of the Highway Commission in Portland. Will you please advise at your earliest convenience, the date of the next meeting and arrange for my appearance before them?

With best of personal regards, I am,

Sincerely,

L. J. Simpson
(R.P)

LJS:RP

4 PM. 28th

ANSWERED
H B. G.

CONTRACT# [redacted] 2117

111-1003 Rock Cr.-Morrow Co. Line Sec., 1938
Wasco-Heppner Secon. Hwy.

2117

#2117

RECEIVED
[illegible] 19

III - 11 - 3

February 20, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 19, enclosing three copies of a notice of claim by Sherman J. Frank, in the sum of $2,305.37 against H. L. Rice, contractor for the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

We have made note of this claim in our records of the job to which it pertains and will today forward copies of the notice of the same to the contractor and his surety, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 20, 1940

U. S. FIDELITY & GUARANTY COMPANY
W. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have been notified by the office of the Secretary of State that Sherman J. Frank has a claim, in the amount of $2,305.37, against H. L. Rice for explosives furnished him as contractor for the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County, being State Highway Contract No. 2117.

Inasmuch as you are surety for Contractor Rice on this job, we hand you herewith a copy of the notice of claim, for your information, and for such action as may be called for.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

#2117

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 19, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by Sherman J. Frank for $2305.37 against the bond taken from H. [illegible]. Rice, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

[illegible]:F
encs. 3

COPY

S H E R M A N J. F R A N K

Du Pont Explosives Distributor

Located ½ mile West of Heights
on Belmont Road

Telephone 5693

Hood River, Oregon

February 17, 1940

Secretary of State,
State of Oregon,
Salem, Oregon.

Dear Sir:

This is to notify you that in accordance with the provisions of Chapter 517, Oregon Laws of 1939, we have filed with the Oregon State Highway Commission, Salem, Oregon, a claim in the amount of $2,305.37 against the bond furnished by H. L. Rice in connection with State Highway Contract 2117 covering the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

The amount of our claim covers unpaid balance due us for explosives furnished the contractor on above described work.

We have also notified McCollister & Campbell, Central Building, Seattle, Washington, agents for the United States Fidelity & Guarantee Co., the bonding company on this project.

Yours truly,

SHERMAN J. FRANK

By Anna Frank

JWK

Endorsed: File No. 2886
Filed February 19, 1940
EARL SNELL, Secretary of State

#2117

RECEIVED
FOR FILING

111-1003

February 16, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 13 enclosing three copies of a notice of claim by Oregon Culvert & Pipe Company, in the amount of $617.82, against E. L. Rice, for culvert pipe furnished by said claimant in connection with the performance of the State Highway Contract known as Rock Creek-Morrow County Line Section, Contract No. 2117.

We have made note of thid claim in our records of the job to which it pertains and will today forward to the contractor and his surety copies of the notice thereof.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

February 16, 1940

U. S. FIDELITY & GUARANTY COMPANY
H. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Oregon Culvert & Pipe Company, in the amount of $617.82, against H. L. Rice, for culvert pipe furnishedhim by said claimant in connection with the performance of State Highway Contract No. 2117, Rock Creek-Morrow County Line Section.

Inasmuch as you are surety for said contractor, we hand you herewith a copy of said notice of claim, for your information and the necessary attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

[illegible]

cc - H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

February 13, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Oregon Culvert & Pipe Company for $617.82 against the bond taken from H. L. Rice, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek Morrow County Line Section which was received and filed in this office on February 10th.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

OREGON CULVERT & PIPE CO.

2321 S.E.Gladstone Street
Portland, Oregon

February 9, 1940

Mr. Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

Notice is hereby given that the undersigned, Oregon Culvert and Pipe Company, has a claim for furnishing galvanized corrugated culvert pipe in the sum of $617.82 to H. L. Rice, contractor, against the bond taken from United States Fidelity and Guaranty Company, for Oregon State contract called Rock Creek-Morrow County Line Section in Morrow County, Oregon.

We are enclosing certified copies of invoices and statement.

Yours very truly

OREGON CULVERT & PIPE CO.

E. W. GIBSON
Manager

EWGibson:HK

cc U. S.Fidelity & Guaranty Co.
Bedell Bldg. - Portland, Ore.

Endorsed: File No. 2880
Filed February 10, 1940
EARL SNELL, Secretary of State

RECEIVED
FEB 14
FOR FILING

111-10[illegible]

#2117

February 14, 1940

United States Fidelity
and Guaranty Co.,
c/o McCollister & Campbell
310 Central Building
Seattle, Washington

Gentlemen:

We are sending to you, herewith, copy of notice of claim filed by Sherman J. Frank against the bond furnished by H. L. Rice in connection with State Highway Contract No. 2117, which is self-explanatory.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this project.

Yours very truly,

Secretary

[redacted]

cc - H. L. Rice
9 N. E. 31st Ave.
Portland, Oregon

February 14, 1940

Mr. Sherman J. Frank,
Hood River, Oregon

Dear Sir:

This acknowledges receipt of copies of your claim, in the amount of $2,305.37, against the bond furnished by H. L. Rice in connection with State Highway Contract 2117 covering the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

Would suggest that you file notice of your claim with the bonding company on this project, which is the United States Fidelity and Guarantee Company, for whom McCollister and Campbell are the agents with offices in the Central Building, Seattle, Washington. In accordance with our usual practice we are today notifying the bonding company and the contractor that this claim has been filed with us.

Would also suggest that you file notice of your claim with the Secretary of State, in accordance with the provisions of Chapter 517, Oregon Laws of 1939, a mimeographed copy of which is enclosed.

Yours very truly,

Secretary

HBG:MC

encl.

SHERMAN J. FRANK

DU PONT EXPLOSIVES DISTRIBUTOR

Located ¼ mile West of Heights
on Belmont Road

Telephone 5693

HOOD RIVER, OREGON

To The Highway Commission of the State of Oregon:

NOTICE HEREBY IS GIVEN that the undersigned, SHERMAN J. FRANK, has a claim for EXPLOSIVES in the sum of TWO THOUSAND THREE HUNDRED FIVE DOLLARS THIRTY SEVEN CENTS ($2,305.37) against the Bond taken from United States Fidelity and Guarantee Company for the work of H. L. Rice on Contract No. 2117, known as Rock Creek-Morrow County Line Section of Wasco-Heppner Secondary Highway in Gilliam County.

SHERMAN J. FRANK
By Sherman J. Frank
Address: Hood River, Oregon.

Subscribed and sworn to before me this 10 day of February 1940

O A Browne Jr
Notary Public in and for the
~~State of Oregon, residing at~~
~~Hood River, Oregon.~~
State of Arkansas, residing
at Little Rock, Pulaski County
Arkansas.

My Commission Expires [illegible]

ACKNOWLEDGED
H. B. GLAISYER

RECEIVED
DEC 14 1939
FOR FILING

111-1003

December 13, 1939

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention R. A. Elson

Gentlemen:

Reference is made to your letter of December 7, concerning the H. L. Rice Contract, No. 2117 - Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

You are advised that the bond furnished in connection with this contract was written by the U. S. Fidelity & Guaranty Company, for whom H. K. Sprott is resident agent, with offices in the Bedell Building, Portland. This contract was completed June 30, 1939, and was accepted August 18, 1939.

We have no type of forms for filing claims against contractors on state highway work. However, we are enclosing herewith a mimeographed copy of Chapter 280, Oregon Laws of 1931, which will no doubt furnish you with the information desired.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
DEC 14 1939
FOR FILING

111-1002

December 13, 1939

HOWARD-COOPER CORPORATION
307 S. E. Hawthorne Boulevard
Portland, Oregon

Attention D. A. Elson

Gentlemen:

Reference is made to your letter of December 7, concerning the H. L. Rice Contract, No. 2117 - Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

You are advised that the bond furnished in connection with this contract was written by the U. S. Fidelity & Guaranty Company, for whom M. K. Sprott is resident agent, with offices in the Bedell Building, Portland. This contract was completed June 30, 1939, and was accepted August 18, 1939.

We have no type of forms for filing claims against contractors on state highway work. However, we are enclosing herewith a mimeographed copy of Chapter 280, Oregon Laws of 1931, which will no doubt furnish you with the information desired.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

D. I. COOPER, PRESIDENT L. W. GARDNER, VI E. C. LUNDQUIST, SECY-TREAS. G. S SALES MANAGER F. R. CATTON, PUR. AGENT

HOWARD COOPER
CORPORATION
MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

DEC 11 19

Dec. 7, 1939

Oregon State Highway Commission
Salem, Oreg.

Subject: H. L. Rice - Contract No. 2117 - Condon, Gilliam County, Oregon

Gentlemen:

Kindly advise us the name of the bonding company on the above listed Oregon State Highway contract.

It is our understanding that the job was completed on June 30, but not accepted until August 18, 1939. Will you please verify this fact.

We believe that your Commission provides forms giving information governing filing on jobs and other pertinent facts on such subjects. If this is correct, will you please forward such a form.

Thanking you in advance for an immediate response, we are

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL

Jmm [illegible]

RECEIVED
OCT 27 1939
FOR

October 27, 1939

Howard Cooper Corporation,
307 S. E. Hawthorne Blvd.,
Portland, Oregon.

Attention: Mr. B. A. Wilson.

Gentlemen:

Reference is made to your letter of October 26th concerning the H. L. Rice contract No. 2117, Rock Creek-Morrow County Line Section in Gilliam County.

You are advised that the above contract was completed June 30, 1939, and was accepted August 18, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

D. I. COOPER, PRESIDENT L. W. GARDNER, VI E. C. LUNDQUIST, SECY-TREAS. G. S Y, SALES MANAGER F. R. CATTON, PUR. AGENT

HOWARD COOPER
CORPORATION
MAIN OFFICE AND WAREHOUSE
307 S.E. HAWTHORNE BOULEVARD
PORTLAND, OREGON

BRANCH OFFICES
AND WAREHOUSES
TWIN FALLS, IDAHO.
SEATTLE, WASH.
SPOKANE, WASH

Oct. 26, 1939

Oregon State Highway Commission
Salem, Oreg.

Gentlemen:

Will you kindly advise us, at your earliest convenience, the date of completion and acceptance, as well as the name of the bondsman, on the H. L. Rice road construction job at Condon, Oregon.

It is our understanding that the job was completed sometime during May or June, but we do not possess information pertaining to the acceptance date, or the exact completion date.

For your convenience in answering, a self addressed envelope, which requires no postage, is attached, and your immediate response will be greatly appreciated.

Yours truly,

HOWARD-COOPER CORPORATION

B. A. Wilson

B. A. Wilson

BW:PL
Enc.

REFERRED TO
J
SECRETARY
prepare answer

#2117

RECEIVED
OCT 27 1939
FOR [illegible]

111- [illegible]

October 26, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 25, enclosing three copies of a notice of claim by Charles A. Whyte in the amount of $480.00, against H. L. Rice, for rental of a tractor in connection with the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

October 26, 1939

United States Fidelity & Guaranty Company
c/o McCollister & Campbell, General Agents
300 Central Building
Seattle, Washington

Gentlemen:

We have received from the Secretary of State three copies of a notice of claim by Charles A. Whyte, in the sum of $480.00, against H. L. Rice, for rental of a tractor in connection with the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County, State Highway Contract No. 2117.

Inasmuch as you are surety for the contractor on this job, we are bringing this claim to your attention for such action as may be necessary for its protection.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - H. L. Rice
5816 S. W. Hood
Portland, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

October 25, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Charles A. Whyte for $480.00 against the bond taken from H. L. Rice, principal, and U. S. Fidelity & Guaranty Company, surety, for work on the Rock Creek-Morrow County Line Section of the Wasco Heppner Secondary Highway which was filed in this office today.

Please acknowledge receipt of the copies in order that our files may be complete.

Very truly yours,

Earl Snell
Secretary of State

S FM
enc. 3

COPY

To the Oregon State Highway Commission

Salem, Oregon.

Notice hereby is given that the undessigned Charles A. Whyte of Condon, Gilliam County, State of Oregon, has a claim for the rental of a tractor in the sum of Four hundred and eighty and no/100 Dollars against the Bond taken from H. L. Rice of Portland, Multnomah County, Oregon, as principal, and U.S. Fidelity & Guaranty Company as Surety in connection with the grading on Rock Creek-Morrow County Line Section of Wasco Heppner Secondary Highway.

Dated at Condon, Oregon
this 21st day of October 1939

CHARLES A. WHYTE
Claimant

Endorsed: File No. 2843
Filed 10/25/39
EARL SNELL
Secretary of State

#2117

RECEIVED
OCT 30 1939
STATE HIGHWAY COMMISSION

111 -

TELEPHONE: MAIN 7772

McCOLLISTER & CAMPBELL, INC.
GENERAL AGENTS
300 CENTRAL BUILDING
SEATTLE, WASH.

October 27, 1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen: Re: S#284465- H. L. Rice

We have received yours of the 26th transmitting claims of Charles A. Whyte against H. L. Rice in connection with the grading job on Rock-Creek-Morrow County Line Section of Wasco-Heppner Secondary Highway in Gilliam County, State Highway Contract No. 2117. This claim had previously been brought to our attention by Mr. Whyte. Upon taking the matter up with Mr. Rice we find that he claims that this bill is grossly excessive and that Mr. Rice refuses to pay the amount claimed. He states that he is perfectly willing to pay the amount that he actually owes when Mr. Whyte is ready to accept it.

Under the circumstances there is really nothing we can do except to permit these gentlemen to fight it out if they are disposed to do so as we do not know who is right and who is wrong.

Yours very truly,

McCOLLISTER & CAMPBELL, INC.,

By John McCollister

REFERRED TO
SECRETARY

REFERRED TO
SECRETARY

JCM/h

#2117

RECEIVED
OCT 1 [illegible]
FOR [illegible]

111-1003

October 16, 1939

Union Oil Company of Calif.,
D. E. Nichols,
District Credit Supervisor
Yeon Building
Portland, Oregon

Gentlemen:

Replying to your letter of October 10, in regard to final payment to H. L. Rice on contract No. 2117, covering the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, advise that such payment has not been made to Mr. Rice. I cannot state definitely when such payment will be made but, from present indications, assume that it will be a week or ten days before it can be released.

Yours very truly,

JMcF:MC

Secretary

RECEIVED
OCT 11 1939
STATE HIGHWAY COMMISSION

Union Oil Company of California

YEON BUILDING
PORTLAND, OREGON

October 10, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

H. L. RICE
State of Oregon
Contract #2117

I wish to thank you for the information given me in connection with this contract in your letter of August 25. At that time you stated that the contract had been accepted August 18, but final payment had not been made.

Will you please inform me at this time if you have made final settlement? Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

WSN:B

By:

FORM 401 P

111-1003

Cost Analysis - Final Report
October 10, 1939

Wasco - Heppner Highway, Rock Creek - Morrow County Line Section
Contract 2117, Prefix 111-1003
W. L. Rice, Contractor
L. R. Chandler, Resident Engineer

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Earned
Clearing and Grubbing	50.00	100	%			50.00
Trench Excavation	316.80	288.1	Cu.Yd.	1.10	0.90	259.29
Common "	4,294.98	23.861	Cu.Yd.	0.18	0.20	4,772.20
Solid Rock Excavation	25,788.22	50,290.6	Cu.Yd.	0.513	0.40	20,116.24
Overhaul	361.05	36,104.8	Yd. Sta.	0.01	0.01	361.05
Truck Haul	149.06	993.7	Yd. Mi.	0.15	0.15	149.06
Finishing Roadbed & Slopes	1,497.50	2.995	Miles	500.00	250.00	748.75
Rounding Cutbanks	431.92	5,399	Cu. Yds.	0.08	0.07	377.93
12" Corr. Iron Pipe	25.50	30	Lin. Ft.	0.85	1.23	36.90
18" " " "	357.60	298	" "	1.20	1.78	530.44
24" Ex. Str. Corr. Iron Pipe	658.00	280	" "	2.35	3.01	842.80
36" Corr. Iron Pipe	254.18	76	" "	3.34	3.92	297.92
36" Ex. Str. Corr. Iron Pipe	586.92	146	" "	4.02	4.62	674.52
P.A.#1,18" Uncoated Corr.Iron Pipe	34.20	30	" "	1.14	1.70	51.00
P.A.#1,24" Ex.Str. Uncoated Corr. Iron Pipe	568.32	256	" "	2.22	2.88	737.28
P.A.#2, Selected Roadbed Topping	1,894.90	2,707	Cu. Yds.	0.70	0.50	1,353.50
P.A.#2 Filler	421.40	1,204	" "	0.35	0.30	361.20
P.A.#2 Haull Filler & Topping	484.74	2,693	Yd. Mi.	0.18	0.15	403.95
	38,175.29					32,124.03

Total Cost	38,175.29
Gross Revenue	32,124.03
Net Loss	6,051.26

Net Loss Equals 19% of Gross Revenue

ROCK CREEK - MORROW COUNTY LINE SECTION
Detail of Cost

Labor:

Supervision (Rice & Lien, 5 mo. @ $200.00 each)	$2,000.00	
Labor	13,486.64	
State Industrial Accident Insurance	623.63	
Social Security & Unemployment Insurance	556.07	$16,666.34

Materials:

12" Corr. Iron Pipe	30 Lin. Ft.	@ $0.60	18.00	
18" " " "	178 " "	@ 0.84	149.52	
18" " " "	5 Each	@ 1.40	7.00	
24" Ex. Str. Corr. Iron Pipe	280 Lin. Ft.	@ 1.80	504.00	
24" Extra Str. Corr. Iron Pipe Bands	7 Each	@ 1.70	11.90	
36" Corr. Iron Pipe	76 Lin. Ft.	@ 2.64	200.64	
36" " " " Bands	2 Each	@ 2.70	5.40	
36" Ex. Str. Corr. Iron Pipe	146 Lin. Ft.	@ 2.99	436.18	
36" Extra Str. Corr. Iron Pipe Bands	4 Each	@ 2.70	10.80	$1,393.44

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental & Repairs	6,750.00	
Rented Equipment	980.00	
Gas, Oil & Grease	6,205.37	
Explosives	1,322.70	
Drill, Steel & Bits (Includes bit regrinding & freight)	756.30	
Small Tools, Supplies & Misc.	500.00	
Miscellaneous & Overhead Expenses	321.24	
Bond (1% of Gross Revenue)		$20,115.51

TOTAL $38,175.29

ROCK CREEK - MORROW COUNTY LINE SECTION

Remarks:

This contract consisted of the grading of 2.995 miles of roadway. It was bid on November 17th 1938; work was started November 30th and finished June 30th 1939.

The common excavation consisted mostly of light topsoil and was of ideal quality. With the exception of 4 or 5 thousand cubic yards, which broke rather blocky, the solid material was of a dice composition which shot up very small. The bulk of the excavation was contained in side-hill cuts and cost about $0.31 per cubic yard to drill and shoot which is slightly higher than average.

For moving the excavation material, the contractor purchased a used 75 H.P. caterpillar diesel tractor and dozer which was represented to be in good condition. The tractor, however, from the first day on the job was in constant need of repair, which consequently slowed up production. The dozer functioned favorably where the movement of material was down-grade, but on up-grade, the results were none too favorable. The use of a scraper on part of the excavation, probably would have lowered the cost, and would have obviated the necessity of bringing a shovel on the job.

The material cost of all sizes of pipe on this project was unusually low. The installation cost was also accomplished at a low cost.

The selected roadbed topping was effected under a price agreement at a very low price considering the small quantity and the high cost of drilling and shooting.

The job was bid quite low, being $6,117.50 below the second bid.. This coupled with lack of experience and faulty equipment resulted in large percentage of loss.

E. H. CLYMER
Cost Analyst

By

Henry Jullum

RECEIVED
OCT 9 - 1939
FOR FIL

111-1003

October 9, 1939

United States Fidelity & Guaranty Company,
McCollister & Campbell, Agents,
300 Central Building,
Seattle, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2117, for the construction of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County, ~~has been compl~~eted by the contractor, H. L. Rice, and that final settlement will be made by the State with said contractor for work done under said contract on or after October 18, 1939.

The State has been advised of the following claims against the above contractor: Chas. Whyte, for tractor rental, amount not stated; Geo. Combes $50.00 for rental.

You are advised that the State assumes no responsibility for the above claims, or for any claims which may be filed against this contract.

This notice is served upon you as you appear as surety on the bond furnished in connection with this contract. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $52,124.05, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

111-1023

Salem, Oregon
September 21, 1939

Mr. H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

Dear Sir:

Receipt is acknowledged of your letter of September 19th, regarding Contract No. 2117, Rock Creek-Morrow County Line Section.

We regret that no further payments are possible until the final check of this project is complete. You have been paid, on previous vouchers, to within two dollars of the amount shown on the field engineer's final estimate. On State and Federal Aid projects, a portion of the retained percentage may be released in the form of a semi-final payment, but such is not possible under this contract, as it is a PWA Project and the PWA regulations, mentioned in the contract, require that a minimum of 10% be retained until the final payment is made.

The quantities have been checked in this office and have been sent to the field for confirmation of corrections. We expect the return of the records at any time, after which your final voucher will be prepared with all possible celerity.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by G. Hester/GS

9 NORTHEAST THIRTY-FIRST AVENUE LANCASTER 2298

H. L. RICE
CONTRACTOR
PORTLAND, OREGON

RECEIVED
SEP 21 1939
STATE HIGHWAY COMMISSION

Sept 19, 1939

Ore. State Highway Comm.
Salem Ore.

Gentlemen: Ref. Contr. #2117

The above contract was completed June 30th up to this date I have not received for signature the final estimate nor even a semi-final which is usually rendered on the completion of a contract.

It seems that this is unnecessary delay. Will you please look into this matter and advise me.

Thanking you kindly

Yours very truly,
H. L. Rice

Form E-1--5M--3-39

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 2, 1939., 193

Section Rock Creek-Morrow County Line

Kind of work Grading

Highway Wasco-Heppner Secondary

Section prefix 111-1003

Contractor H.L.Rice

Contract number 2117

Date of contract Nov.17, 1938, 193

Date of completion May 30,1939, 193

Date work started Nov.30, 1938, 193

Estimated date of completion May 30, 1939., 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed June 30, 1939., 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Semi Final of this job was finished this week and sent in.

NOTED
RAY WEBBER

NOTED
[illegible]

Signed L. R. Chandler

Address Condon, Ore.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.99	2.99			
Miles partially completed					
Miles completed	2.99	2.99			
Total estimated quantities	73993.8	3911			
Estimated quantities moved or placed to date	73993.8	3911			
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

STATE PRINTING DEPT

2117

RECEIVED
[illegible]
FOR FILING

711-1[illegible]

August 8, 1939

U. S. FIDELITY & GUARANTY COMPANY
M. K. Sprott, Local Agent
Bedell Building
Portland, Oregon

Gentlemen:

We have today received from Geo. Combes, Proprietor of Combes Cafe, Condon, Oregon, notice of claim against H. L. Rice for rental incurred while engaged in performance of state highway contract No. 2117 for grading the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. Copy of Mr. Combes' letter setting forth his claim is enclosed for your information, inasmuch as you are surety for Mr. Rice in connection with this job. Will you kindly give this claim your attention.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBG:MBL

cc - H. L. Rice
5816 S. W. Hood Avenue
Portland, Oregon

August 8, 1939

COMBES CAFE
P. O. Box 54
Condon, Oregon

Attention Geo. Combes, Proprietor

Dear Sir:

Reference is made to your letter of August 3, advising of your claim in the amount of $50 against H. L. Rice, representing the amount due you for rental of apartments during the time that Mr. Rice was engaged in highway work in your vicinity.

In connection with all state highway contracts, the successful bidder is required to furnish the state with a surety bond for the protection of claims incurred against the job. Such a bond was furnished by Mr. Rice in connection with Contract No. 2117 for grading the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This bond was written by the U. S. Fidelity & Guaranty Company, for whom M. K. Sprott is local manager, with offices in the Bedell Building, Portland. I would suggest that you file notice of your claim with the bonding company and that you also file affidavit of claim with the Secretary of State, in accordance with the provisions of Chapter 280, Laws of 1931, mimeographed copy of which is enclosed. If you secure no satisfaction by so doing, then you still have recourse to action of the court. I am quite certain that you should get action through the bonding company.

In accordance with our usual practice, I am today forwarding copy of your letter to the U. S. Fidelity & Guaranty Company for its information.

Very truly yours,

Secretary

HBG:MBL

GEO. COMBES
CIGARS, CONFECTIONS, BILLIARDS, BEVERAGES
P. O. BOX 54
~~KINZUA~~, OREGON
Condon,

RECEIVED
AUG 4 - 1939
STATE HIGHWAY COMMISSION

Condon, Oregon,
August 3, 1939.

State Highway Department,
Salem, Oregon.

Gentlemen: Re: H. L. Rice, Contractor.

Mr. H. L. Rice recently completed a job on the Condon--Heppner road under a contract with the State Highway Department.

While working on this job, he was a tenant in our apartments at Combes Cafe. He was in the Apartment from DECEMBER 5, 1938 to July 5, 1939. And when he left, he owed us two months rent; from May 5, 1939 to July 5, 1939.

The total amount due us for the back rent is Fifty dollars ($50.00).

Will you please advise me what steps to take in collecting this amount. Mr. Rice left a forwarding address of #9 N. E. 31st Ave., Portland, Oregon. I have written there and cannot get a reply. Consequently, our lawyer advised us to contact your office direct.

I understand Mr. Rice is just beginning a new contract at Troutdale, Oregon.

Awaiting your reply, I remain,

Very sincerely yours,

COMBES CAFE

Geo. Combes
Prop.

GC/j

2117

RECEIVED
JUL [illegible] 1939

111 - 1012

July 18, 1939

Mr. Charles Whyte
Condon, Oregon

Dear Sir:

This acknowledges receipt of your letter of July 14 with respect to your claim against H. L. Rice, contractor on the Rock Creek-Morrow County Line Section, in Gilliam County.

We are today notifying the contractor and his surety of your claim and you should do the same. The bond furnished by Mr. Rice for the protection of claimants was written by the U. S. Fidelity & Guaranty Company, for whom McCollister & Campbell, 300 Central Building, Seattle, Washington, are general agents. If you do not secure satisfaction of your claim through them, you should, within six months from the date of completion and acceptance of the job, file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Oregon Laws of 1931, copy of which in mimeograph form is enclosed for your information and guidance. The completion date for this job was extended to June 20, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

July 18, 1939

McCOLLISTER & CAMPBELL
300 Central Building
Seattle, Washington

Gentlemen:

This is to advise you that we have received notice of a claim by Charles Whyte, Condon, against H. L. Rice, for tractor rental on the Rock Creek-Morrow County Line Section job, Gilliam County, State Highway Contract No. 2117. The amount of claim is not stated.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

WBL

cc - H. L. Rice
9 N.E. 31st Avenue
Portland, Oregon

H 2117

RECEIVED
JUL 17 1939
OREGON
STATE HIGHWAY COMMISSION

Condon, Oregon
July 14, 1939

State Highway Commission
Salem, Oregon.

Dear Sirs:

I have a claim against H. L. Rice, contractor on the Rock Creek-Morrow County Line Road, for rent on a tractor. Would like to know who his bondsmen are and what is necessary to protect my claim and how much time I have to do it in.

Sincerely
Mr. Charles Whyte

---

ty on
onsents
for the
£0,

GUARANTY

4211

RECEIVED
MAY 31 1939

111-1003

May 26, 1939

Oregon State Highway Commission
Salem
Oregon

Gentlemen:

Re: S#884465, H. L. Rice, Excavation on
Rock Creek-Morrow County Line Sec.
of Wasco-Heppner Sec. Highway in
Gilliam County, Oregon.

The United States Fidelity and Guaranty Company, surety on bond of H. L. Rice, covering the above work, hereby consents that an extension of time be granted this contractor for the completion of the project from May 31, 1939, to June 20, 1939.

Yours very truly,

UNITED STATES FIDELITY AND GUARANTY
COMPANY

By D H McAllister
Attorney-in-fact.

DHM/H

Original filed in Cont.

RECEIVED
MAY 4 - 1939
FOR FILING

111-1003

May 3, 1939.

Mr. Geo. S. Kerr
202 Title and Trust Building
Portland, Oregon

Dear Sir:

In accordance with your request of yesterday, I wish to advise that the status of the H. L. Rice contract, No 2117, Rock Creek-Morrow County Line Section, in Gilliam County, is as follows:

The total amount earned to date is $15,508.16
and the retained percentage is $ 1,950.82

The voucher for Estimate No. 5, for work performed to April 10, in the amount of $2,050.65, is out to the Commission for signature, but payment will probably be made within the next week or ten days. According to the records here in the office, the project is approximately 60% completed and the contractor will have $12,805.84 coming to complete the project.

Very truly yours,

Secretary

JM:MBL

H. L. Rice - Contract No. 2117 - Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County.

To April 10, 1939 -

$15506.69

Earned - $19,508.16 - Retained - $1,950.82 - Paid - ~~$17,557.34~~ -

Estimate Voucher for estimate #5, amount $2,050.65 for work performed to April 10th. This voucher was sent to Mr, Aldrich on May 1st. Has not been signed by Mr. Cabell. This amount is also included in the above amount shown as paid to date.

To Complete - $12,805.84

Status report

Est # 5 - Apr. 10 - $2050.65 - 60 % Complete on this date.

E - $19,508.16
R - 1,950.82
Pd - $17,557.34

GEO. S. KERR

GEO. S. KERR CO.
GENERAL INSURANCE
SURETY BONDS

BEACON 6341
202 TITLE & TRUST BLDG.
PORTLAND, OREGON

FOR:

H. BALDOCK
WAY ENGINEER

= H. L. Rice -

#2117 - Gilliam Co - 5397 -

Rock Creek - Mormon Coulee

Status report

Est # 5 - Apr. 10 - $2050.65 - 60 % Completion on this date.

E - $19,508.16
R - 1,950.82
CD - $17,557.34

GEO. S. KERR

GEO. S. KERR CO.
GENERAL INSURANCE
SURETY BONDS

BEACON 6341
202 TITLE & TRUST BLDG.
PORTLAND, OREGON

FORM 5-M-1 3M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
APR 2 [illegible]
STATE HIGHWAY COMMISSION

RECEIVED
APR 24 1939
FOR FILING

April 22, 1939

111-1003

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED

Attention H. G. Smith:

Dear Sir:

Contractors on the Rock Creek-Morrow County Line project advise that they will be able to finish their work on time with the possible exception of any increased roadbed topping or surfacing that might be added to the project.

They are now making better progress and they are operating three shifts daily with the bulldozer and drilling operations. They have now about 14,000 yards of material to move and considerable finishing.

I expect to go over this project next week and if it appears that there is danger of not completing on time, I will request more equipment.

Very truly yours

W.C. WILLIAMS
Division Engineer

WCW:sA

cc R. H. Baldock

FORM S-M-1 2M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 25 1939
FOR FILING

April 20, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
C. B. McCullough

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

I had a further discussion with Mr. Davis of the P.B.R. recently with reference to the placing of rock surfacing on the Rock Creek-Morrow County Line project. There were certain features of this proposed work which Mr. Davis did not fully understand and I gathered from his conversation that if the matter were reopened, the B.P.R. would approve the same.

The situation is approximately as follows: The materials to be used in the surfacing does not come from the roadbed excavation as all roadbed excavation is needed in embankments. The surfacing materials would come from outside of the roadway excavation, being secured by the widening of cuts so that they could not be properly classified as roadbed excavation, which should be retained for topping. In addition, it is necessary to add to the surfacing materials a certain amount of filler, which is also not contemplated in the standard provisions.

It is now desired to submit a price agreement calling for the placing of approximately 4000 cubic yards of rock topping materials with which will be incorporated approximately 1000 cubic yards of filler materials. The contractor has agreed to lower his price for the topping materials from 60¢ to 50¢ per cubic yard and will place the filler materials for 50¢ per cubic yard, haul on both to be paid at the regular contract bid price.

Would you mind taking this matter up again with the B.P.R. officials and if approved, as I have reason to believe it will be, I will secure execution of the price agreement by the contractor.

Very truly yours

W. C. WILLIAMS
Division Engineer

WCW:MA

cc R. H. Baldock

FORM 5-M-1 5M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
MAR 7 - 1939
OREGON
STATE HIGHWAY COMMISSION
R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

March 6, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Attention Mr. H .G. Smith, Construction Engineer

Dear Sir:

As you will remember, the contract price of the Rock Creek Morrow County Line P.W.A. project was far under the P.W.A. allocation. The total estimated cost as per contract is approximately $35,000, whereas some $57,000 was set up in the P.W.A. allocation.

Surfacing was not included in the contract and I am wondering if it would be possible to include some surfacing materials in the project under price agreement with the contractor. There has been opened up some excellent dice rock which fractures to approximately 3 inch to minus. This material, if spread to a depth of approximately 4 to 5 inches and compacted by the use of good filler, would make a very satisfactory surfacing.

The contractor advises us that he will furnish this material on the road including all blading operations, mixing of filler, etc., for 60¢ per cu.yd., plus his regular bid price of 15¢ per mile haul. He would furnish the necessary filler at 25¢ per cu.yd., plus haul. The contractor has a bid price of 40¢ per cubic yard for solid rock on the project, but he could not be expected to place the surfacing materials for this price as his 40¢ price is based on movement of the rock by bulldozer. I consider the price of 60¢ per cubic yard plus haul as satisfactory for this type of material.

The total estimated cost of 4000 cubic yards of rock and 1000 cubic yards of filler would be $2400 in place. Do you think it would be possible to secure approval for the placement of this material under price agreement? Kindly advise me at your early convenience.

Very truly yours

W C Williams

W.C. WILLIAMS
Division Engineer

REFERRED TO
H G Smith
Office State Highway Engineer

See me

WCW:MA

cc R. H. Baldock

FORM 2-A-7 6M 6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

BRIDGE

February 28th, 1939

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

Reference is made to L. R. Chandler's Field Engineer's Weekly Report dated February 25th, in which he states that a line change was made between Stations 412 and 440 on the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary.

If this line change consists of any more than a minor adjustment, I believe a map should be submitted for approval by the Commission as the attorney has ruled that all surveys must be approved in detail by the Commission; therefore, it would not seem legal to make a line change of more than a very minor adjustment without also securing approval.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 2-E-1 6M 8-32

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

3 l(1)

October 18, 1938

RECE
T 18 1938

111-1043

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action, which will effect the acceptance of the PWA's offer to aid by way of grant the financing the construction of the Rock Creek-County Line Section on the Wasco-Heppner Secondary Highway in Gilliam County.

If this resolution meets with your approval, please pass it on to the Secretary, so that he can present it before the Commission at its meeting on October 20.

APPROVED
JMDevers

Very truly yours,

G. S. Paxson
Bridge Engineer

By WAReeves

W. A. Reeves
Office Engineer

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

CAG:VM
Attachment

M

RECEIVED
JAN 11 1939
FOR FILING

11-10/3

January 10, 1939

Mr. H. L. Rice
Box 175
Condon, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2117 which was awarded to you on November 17, 1938, for grading the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
JAN 11 1939
FOR FILING

11-1083

January 10, 1939

Mr. H. L. Rice
Box 175
Condon, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2117 which was awarded to you on November 17, 1938, for grading the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM [illegible]

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

December 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. C. B. McCullough,
Assistant Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Replying to your letter of December 19th having reference to the attitude of property owners toward the contractor on the Rock Creek-Morrow County Line project.

There is only one property owner on the entire project, this owner being George Whyte. Mr. Whyte has refused the contractor permission to cross or use any of his land outside the right of way but it is the result of a personal dispute between him and the contractor. Mr. Whyte evidently tried to force the contractor to employ one or two of his sons in turn for what he called cooperating with the contractor in furnishing a camp site and boarding the men. He also requested the contractor to purchase petroleum products from a certain company in Condon for which his son-in-law is the commission agent. Mr. Rice, the contractor, bluntly refused to do either, which was perfectly within his rights.

This dispute is solely between Whyte and Rice and I think it will iron out satisfactorily as Mr. Rice is now negotiating with Whyte for use of property outside the right of way by paying a small sum. It should not be considered that this one property owner reflects the attitude of other residents of the locality and I do not believe any issue should be made of this one man's stand, even though he is apparently in the wrong. On the other hand, Contractor Rice is rather hot tempered and blunt in his speech and uses little diplomacy, so that their dispute can readily be understood.

Yours very truly

W. C. Williams

W. C. WILLIAMS
Division Engineer

WCW:WM
CC CB MCCullough ✓

FORM 5-M-1 2M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 23 19

RECEIVED
DEC
FOR FILING

-1003

December 21, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Will you please send to L. R. Chandler, Resident Engineer at Condon the 100 foot to the inch detail map, Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway.

Yours very truly

W. C. WILLIAMS
Division Engineer

By CDC

C. D. Cannon
Office Engineer

CDC:MM
CC LR Chandler
CC RH Baldock

FORM 5-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

111-[illegible]

December 16th, 1938

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

Dear Sir:

I understand that the contractor on the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway is being seriously hampered by the property owner who has served an ultimatum to stay entirely on the highway and not cross any of his land or else place several of his relatives on the payroll.

If the property owners adjacent to this road are no more interested in its progress than this and are unwilling to assist in any way in furthering its construction, the Commission and the County Court should be advised. Will you kindly send me the full particulars.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 5-M-1

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 8 1938
FOR FILING

111-1003

December 6, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith

Dear Sir:

I am submitting herewith price agreement No. 1 on the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County.

This price agreement is a deduction in culvert pipe items to permit the use of uncoated pipe which was delivered to the job through an error.

Yours very truly

W. C. WILLIAMS
Division Engineer

WCW:WM
CC RH Baldock
Enclosure

FORM 5-M-1 2M 5-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 6 1938
FOR FILING

111-1003

December 5, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. R. H. Baldock
State Highway Engineer
Oregon State Highway Commission
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

We have your letter of December 1st in regard to locating line profile Rock Creek-Morrow County Line Section of the Wasco Heppner Secondary Highway. Our records indicate that the tracing was sent to you on November 9th, 1936. If you can find it, please send two copies to Resident Engineer L. R. Chandler, at Condon.

Yours very truly

W. C. WILLIAMS
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:WM
CC RH Baldock
CC LR Chandler

FORM 2-A-1 5M 9-30

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

December 1, 1936.

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 2 1936
FOR FILING

111-1003

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

NOTED
Asst. State Highway Engineer

Dear Sir:

With reference to yours of November 29th, wish to advise that we are unable to locate the profile for the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway. It is thought possibly it may have been returned to you or to the field. However, we do not have any record of its transmittal.

Will you please see if it cannot be located in your division.

Yours very truly,

R.H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock

FORM 5-M-1 3M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

RECEIVED
DEC 2 1938
FOR FILING

RECEIVED
-- 1938

111-1003

December 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

NOTED
Asst. State Highway Engineer

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Will you please send to Resident Engineer L. R. Chandler at Condon the plotted cross sections and any other information that might be of use to the resident engineer on the Rock Creek-Morrow County Line Section, Wasco Heppner Secondary Highway.

We have sent Mr. Chandler the field notes and coordinate sheets but believe that you have the plotted cross sections in your files.

Yours very truly

W. C. WILLIAMS
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:WM
CC RH Baldock

FORM 5-M-1 8M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF W. C. WILLIAMS, DIVISION ENGINEER
LA GRANDE, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 2 1938
FOR FILING

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

December 1, 1938

111-1003

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Oregon State Highway Commission,
Salem, Oregon.

Attention Mr. H. G. Smith, Construction Engineer

Dear Sir:

Attached hereto you will find a letter from L. R. Chandler requesting certain forms to be used in connection with the Rock Creek-Morrow County Line P. W. A. project. Will you please comply with Mr. Chandler's request and send him the forms ordered, along with any other forms that he might need to use on this type of project.

Yours very truly

W. C. WILLIAMS
Division Engineer

By

C. D. Cannon
Office Engineer

CDC:WM
Enclosure
CC RH Baldock

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

November 29th, 1938

111-1003

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

A mistake was made in delivering a load of pipe to the Rock Creek-Morrow County Line job in that uncoated pipe was furnished. Rather than require the manufacturers to exchange the pipe, we are willing to use the uncoated pipe if proper price differential is made. Therefore, I suggest that you submit price agreement for 12-inch pipe at $0.06 less than coated, 18-inch pipe at $0.08 less than coated and 24-inch extra strength at $0.13 less.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
L. R. Chandler

FORM 8-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
NOV 30 1938
FOR FILING

November 29th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

111-1 [illegible] 3

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

A mistake was made in delivering a load of pipe to the Rock Creek-Morrow County Line job in that uncoated pipe was furnished. Rather than require the manufacturers to exchange the pipe, we are willing to use the uncoated pipe if proper price differential is made. Therefore, I suggest that you submit price agreement for 12-inch pipe at $0.06 less than coated, 18-inch pipe at $0.08 less than coated and 24-inch extra strength at $0.13 less.

I note that the contractor also supplied a shipment of single strength 24-inch pipe, for which there is no bid price; and I, therefore, assume the resident engineer ordered this size. If that be the case, price agreement should also be made to cover the 24-inch single strength at a differential of $0.70, which is made up of $0.13 for coating and $0.57 the difference between single and extra strength.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓
L. R. Chandler

RECEIVED
NOV 29 1938
FOR FILING

111 [illegible]

November 28, 1938

Mr. H. L. Rice,
9 N. E. 31st Ave.,
Portland, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2117 which was awarded to you on November 17 covering the grading of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is done a fully executed copy will be returned to you for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to Page 1 of the General Conditions (Part 1) relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to Page 15 of the General Conditions, Part 2, relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

HBG:MC

Secretary

111-1003

C
O
P
Y

November 26, 1938

Mr. W. C. Williams
Division Engineer
La Grande, Ore.

Dear Sir:

1-1003 111-1003

The W.P.A. projects, Richland-Halfway and Rock Creek-Morrow County Line, must be started by December 1st, 1938, without fail. For your information there is attached hereto copies of telegrams sent to the contractors on these projects. If the contractors should fail to start on or before December first be sure to have the Resident Engineer have men working on the job and notify the Bureau of Public Roads the work has started. The men's time to be charged to the contractor when he starts.

Please give this your personal attention for the funds for those projects must not be allowed to lapse.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
H
CC to
R. H. Baldock

FORM 5-5-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

(7-3)

FOR FILING

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

November 25, 1938

111-1033

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Rock Creek-Morrow County Line Section
Docket Number Oregon 1194-F

We are enclosing the following data pertinent to the above named project:

Four certified copies of a resolution awarding the project to the low bidder, H. L. Rice.

Four copies of a control estimate.

Certified copies of the bid tabulations, contract documents, contractor's insurance, and other data will be forwarded as soon as they are available.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 8
cc: H. B. Glaisyer

FORM 8-E-1
Co.

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County, Docket Number Oregon 1194-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 17, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November 17, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of November, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

34-3

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE ROCK CREEK-MORROW COUNTY LINE SECTION OF THE WASCO-HEPPNER SECONDARY HIGHWAY IN GILLIAM COUNTY, DOCKET NUMBER OREGON 1194-F.

WHEREAS, bids received for the construction of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by H. L. Rice, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project,

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway in Gilliam County be and the same is hereby awarded to H. L. Rice, contractor, in the amount of Thirty-two Thousand Three Hundred Forty-five Dollars ($32345.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

#2111

CONTROL ESTIMATE

Docket: Oregon 1194-F
Rock Creek-Morrow County Line Section
Date: November 23, 1938

RECAPITULATION OF COSTS AND FUNDS AVAILABLE FOR PROJECT

Funds Available:

State Funds (Motor Vehicle Fund)	$ 34,889.50
PWA Grant Offer Amount	28,545.00
Total	$ 63,434.50*

Estimate of Cost:

(1) Preliminary Expense	$ 3,900.00
(2) Lands, Rights of Way and Easements	3,000.00
(3) Construction Costs:	
Contract	32,345.00
"	
"	
"	
(4) Engineering and Contingencies	3,235.00
(5) Legal, Administrative & Overhead	
(6) Interest during Construction	
(7) Miscellaneous	
Estimated Total Cost of Project	$ 42,480.00**

Remarks:

* Total of funds set up in original application.
** Latest revised estimate of cost based on low bid for contract construction. Difference between * and ** represents funds available to cover cost of any contingencies.

Date: November 23, 1938

Approved G S Paxson
Bridge Engineer
(Title)

Date:***

Approved
District Engineer
U. S. BUREAU OF PUBLIC ROADS

#2117

RECEIVED
NOV 21 1938
FOR FILING
111-1003

November 19, 1938

Mr. H. L. Rice
9 N. E. 31st Avenue
Portland, Oregon

Dear Sir:

The State Highway Commission on November 17, 1938, awarded you the contract for grading the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway, in Gilliam County. This award was based on your low bid of $32,345.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HG:AK

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 401 P. 4-37 5M

#2117

Union Oil Company of California

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATE,
'RED LINE' LUBRICATING OILS AND GREASES.

RECEIVED
NOV 19 1938
OREGON
STATE HIGHWAY COMMISSION

111-1003

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

November 18, 1938

Oregon State Highway Commission
Salem, Oregon

Gentlemen: HARRY L. RICE

You have awarded a contract to this man for grading and surfacing approximately three miles of Rock Creek Section, Condon-Heppner Secondary Highway.

I am sorry we have no further information to start off with, but will appreciate your filling in the enclosed questionnaire, returning it in the business reply envelope accompanying it. Thanks.

Yours very truly

Nichols
District Credit Supervisor

DEN:J
Enclosure

FORM 9-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
OCT 8 1938
FOR FILING
111-1003

OREGON STATE HIGHWAY COMMISSION

SALEM

October 6,1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

Dear Sir:

Answer has not been received to ours of September 14th, relative to the estimate to be used in working up the plans and special provisions for the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway.

Please advise.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER,

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H

CC to
R.H.Baldock

FORM 2-E-1 6M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

3m-1

RECEIVED
NOV 3 1938
FOR FILING

111-1003

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

October 5, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Rock Creek-Morrow County Line Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
J M Devers
ATTORNEY FOR HWY. COMM.

CAG:VM
Attachments

M

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Rock Creek-Morrow County Line project, in Gilliam County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE ROCK CREEK-MORROW COUNTY LINE SECTION

PWA DOCKET NO. OREGON 1194-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Gilliam County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 21 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed;

Sloper--layout	$ .75
Timber fallers	.90
Timber buckers	.75
Powderman	1.00
Jackhammer man	.75
Steel and tool dresser	1.00
Drag scraper operator (up to 1 yard capacity)	.80
Drag scraper operator (over 1 yard capacity)	1.12½
Oiler	.80
Crusher feeder	.75
Truck driver (1½-3 tons mfr. rated capacity)	.75
Truck driver (3 tons and over mfr. rated capacity)	.85
Roller operator	1.00
Power shovel operator (1 yard and under)	1.25
Power shovel operator (over 1 yard)	1.50
Tractor operator (75 H.P. & over with attachments)	1.25
Tractor operator (75 H.P. & over without attachms.)	1.00
Tractor operator (35 to 75 H.P.)	1.00
Tractor operator (under 35 H.P.)	.85
Power blade operator	1.12½
Compressor operator	1.00
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

FORM 5-61-10M-5-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 16 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

111-1003

September 14th, 1938

IN REPLY PLEASE REFER TO FILE No.

Mr. W. C. Williams
Division Engineer
State Highway Dept.
La Grande, Oregon

NOTED
State Highway Engineer

Dear Sir:

In your letter of September 12th, you state that the special provisions for the Rock Creek-Morrow County Line Section of the Wasco-Heppner Secondary Highway are O.K. with the exception of incorporating filler in the gravel topping. Also, that we are to use the estimate of cost submitted under date of August 4th, 1936. In this estimate the length of the project is 3.9 miles, at a total cost of $56,050.50.

The special provisions were sent in under date of November 9th, 1936 for a project 2.97 miles in length for grading only. Gravel topping was not included, and the estimated cost using the 7% grade was $57,199.45. It was assumed that the estimate of August 4th, was made before the survey had been completed, and that the estimate of November 9th should now be used and the gravel topping eliminated.

Please advise.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
Chas. E. Low
R

cc to: R. H. Baldock

FORM 6-A-4 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

5N

OREGON STATE HIGHWAY COMMISSION

SALEM

July 1, 1938

IN REPLY PLEASE
REFER TO FILE NO.

111-1903

Mr. W. C. Williams,
Division Engineer,
La Grande, Ore.

FILED

Dear Sir:

We have again applied for the P.W.A. Project Rock Creek-Morrow County Line Section in Gilliam County for the full amount of $63,000. If we succeed in getting this in the near future this will permit the transfer of $25,000 which we had set up for a portion of that section under the 1939 Federal Secondary.

It has been suggested that we transfer that to the Heppner-Rhea Creek job in order to give $50,000 to that job. I suggest therefore that you work up the Heppner-Rhea Creek job into two $25,000 units which can be combined if the above suggestion is carried out.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By
H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

CONTRACT# [redacted] 2118

FA 190-J(1) Bear Canyon-State Line 1938
Sec., Pacific Hwy.
(Both Units)
2118

R.H. Baldock

143-8-1

arch 7th, 1940

NOTED
State Highway Engineer

FINAL COST ANALYSIS
North Unit, Bear Canyon-State Line Section
Pacific Highway in Jackson County
Contract 2118 Prefix 15-1120

Harold Blake, Contractor P. P. Whitmore, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$2,450.57	100%			$2,000.00
Trench Excavation	1,534.15	2,262.7 cu. yd.	0.678	0.75	1,697.03
Excavation North of Sta. 722	53,665.08	186,770.8 " "	0.287	0.33	61,634.36
" South " " "	46,453.36	250,648.3 " "	0.185	0.22	55,142.63
Overhaul	9,998.46	873,563 yd. sta.	0.011	0.005	4,367.82
Truck Haul	7,242.22	45,248.9 yd. mi.	0.160	0.10	4,524.89
Finishing Roadbed & Slopes	929.39	2.29 Mi.	405.85	400.00	916.00
Rounding Cutbanks	1,013.91	11,246 lin. ft.	0.090	0.08	899.68
9" Perf. Corr. Iron Pipe	2,688.76	3,719 " "	0.723	0.75	2,789.25
18" Corr. Iron Pipe	272.39	186 " "	1.465	1.60	297.60
18" " " " XSTR	531.87	316 " "	1.683	1.80	568.80
18" Concrete Pipe	1,363.30	618 " "	2.206	2.60	1,606.80
24" Corr. Iron Pipe XSTR	1,189.98	420 " "	2.833	2.90	1,218.00
24" Concrete Pipe	368.22	138 " "	2.668	3.00	414.00
24" " " XSTR	541.09	195 " "	2.775	3.25	633.75
Metal Ditch Lining #30	466.01	460 " "	1.013	1.60	736.00
Rock Backfill in Drains	1,484.52	498 cu. yd.	2.981	2.75	1,369.50
Class "D" Concrete	4,762.81	230.48 " "	20.665	22.00	5,070.56
Metal Reinforcement	1,689.62	39,821 lbs.	0.042	0.05	1,991.05
Cable Guard Fence	1,057.44	937 lin. ft.	1.129	0.80	749.60
Placing Surfacing Material	402.32	699 cu. yd.	0.576	1.25	873.75
Hauling " "	420.84	3,852 yd. mi.	0.109	0.12	462.24
E.W.O. #1 Reslope Cutbanks	54.15				54.15
E.W.O. #2 Remove Slides	152.30				152.30
P.A. #1 Cement Adjustment	________	58.50 Bbl.		2.95	- 172.58
	$140,732.76				$149,997.18

/

Contract 2118

Gross Revenue	$149,997.18
Total Cost	140,732.76
Net Profit	$9,264.42

Net Profit Equals 6.18% of Gross Revenue

Contract 2118

Details of Cost

Labor:

Supervision		$3,785.04	
Labor		43,503.26	
State Industrial Accident	6½% of P/R	3,073.74	
Unemployment Compensation	3% of P/R	1,418.65	
Old Age Benefit	1% of P/R	472.88	
			$52,253.57

Materials:

9" Perf. Corr. Iron Pipe	3,719	lin. ft.	at	$0.53	$1,971.07	
9" " " " Bands	186	" "	"	0.81	150.66	
18" Corr. Iron Pipe	186	" "	"	0.97	180.42	
18" " " Bands	25	" "	"	1.55	38.75	
18" " " Pipe, XSTR	316	" "	"	1.15	363.40	
18" Concrete Pipe	618	" "	"	1.15	710.70	
24" Corr. Iron Pipe XSTR	420	" "	"	2.03	852.60	
24" " " Bands	21	" "	"	1.92	40.32	
24" Concrete Pipe	138	" "	"	1.45	200.10	
24" " " XSTR	195	" "	"	1.60	312.00	
Metal Ditch Lining #30	460	" "	"	0.44	202.40	
Rock for Backfill	498	cu. yd.	"	2.75	1,369.50	
Cement	362.13	Bbl.	"	2.95	1,068.28	
Concrete Aggregate	288.1	cu. yd.	"	2.20	633.82	
Metal Reinforcement	39,821	Lbs.	"	0.0305	1,214.54	
Concrete Fence Posts	95		"	4.32	410.40	
Guard Cable	950	lin. ft.	"	0.055	52.25	
Guard Lumber	4.75	FBM		29.00	137.75	
Guard Fence Fixtures					112.45	
Lumber for Box Culverts					450.00	
						10,471.41

Miscellaneous:

Equipment Rental (Incl. Repairs)	$44,493.00	
Gas, Oil and Grease	9,799.25	
Move In	1,710.36	
Explosives	12,360.00	
Small Tools & Miscellaneous Expenses	300.00	
Drilling Supplies	1,150.00	
Home Office and Overhead Expenses	6,695.20	
Bond	1,499.97	
		78,007.78

Total Cost	$140,732.76

Contract 2118

REMARKS:

This was a Regular Federal Aid Project and consisted of construction of 2.29 miles of highway roadbed. The contract was bid and awarded November 17th, 1938. Work was started March 20th, 1939 and completed on September 30th, 1939. This contract was done concurrently with an adjacent contract, Contract 2139.

Clearing and grubbing was fairly light and consisted of some large spruce and fir and smaller juniper and scrub oak.

Excavation north of Station 722 was principally confined to two large cuts both of which contained a portion of solid rock which was drilled and shot. The material was loaded by a 2½-yard semi-diesel shovel and hauled in 6-yard trucks and 8-yard LeTourneau buggies drawn by D-8 cats. The conglomerate and common material was excavated and hauled by 12-yard LeTourneau carryalls and D-8 cats. This method proved to be a very economical method of operation.

The finished grade was on rock in two of the cuts, one of which had a high vertical rock face. This increased the cost of finishing roadbed and slopes.

Low cost prices on pipe made it possible to show a profit on each of these items as the bid prices were adequate.

Box culverts were efficiently constructed with the result that a profit was earned on Class "D" concrete and metal reinforcement.

Cable guard fence showed a loss as many of the holes for posts had to be drilled and shot where they were installed in rock. Some of the holes were filled by rains before posts could be set in, and these holes had to be prepared a second time. The bid price was not high enough to cover these conditions.

Surfacing materials were placed on two detour roadways. Crushed rock was furnished from state-owned stockpiles, and decomposed granite for leveling was obtained from the side of a roadbed cut about three miles north of this project. The crushed rock and granite was loaded by a 3/8-yard shovel and hauled in light trucks.

This job was hard on equipment which was kept in good repair throughout. Although bid prices were quite low a profit was earned on the job by capable supervision and a good choice of equipment handled by skillful operators.

E. H. Clymer
Cost Analyst

By . . M. G. Smith

RECEIVED

FA 190-J-1

February 26, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3900
Portland, Oregon

Dear Sir:

Reference is made to the inquiry contained in your letter of February 2, 1940, regarding the connection between the Bear Canyon-State Line Section, Project No. FA 190-J (1) and the California Federal Aid Project No. 111-A (2).

The correct station description of the south end of the Oregon project is 863+67.4, the elevation of which is 3313.87 (Oregon Datum). The height of the fill is approximately 48 feet.

We are accordingly sending, under separate cover, five blueprint copies of the title sheet and sheet number 4 of the plans, showing the correct station description for the end of the project.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

February 2, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

California Federal Aid Project No. 111-A (2) will connect with the south end of Oregon Federal Aid Project No. 190-J (1), the Bear Canyon-California Line Section of the Pacific Highway, but there is a discrepancy in the location of the point of connection at the state line, as shown on the plans of the two projects.

In checking against the plans for the two projects, discrepancies are noted as follows:

	California 111-A(2)	Oregon 190-J(1)	
End Station Oregon Project	863+67.4	863+71	
Elevation at State Line (Oregon Datum)	3315.71	3313.69	3313.87
Height of Fill at State Line	29±	48±	

It is possible that there may have been a slight revision on Oregon Project No. 190-J (1) to meet the California survey. If this has been done, please forward revised plan sheets.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer.

#2118

RECEIVED
FEB 10 1940

FA 190-J-1

February 9, 1940

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2118, for the construction of the North Unit, Bear Canyon-State Line Section of the Pacific Highway in Jackson County, has been completed by the contractors, Estate of Harold Blake, and that final settlement will be made by the State with said contractors for work done under said contract on or after February 19, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $150,109.96, including the final payment. Of this amount $206.45 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

190-4-1

#2118 COPY

February 3, 1940

Harold Blake Estate
400 N. Thompson Street
Portland, Oregon.

Attention: Mr. Frank Penepacker

Dear Sir:

We are pleased to inform you that the final voucher for Contract No. 2139 is being mailed to you today for signature The voucher for Contract No. 2118 will be mailed to you in the early part of next week.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By:

S. H. Probert

Dict. by G.Hester/GS

#2118

FA 190-J-1

December 11, 1939

Glens Falls Indemnity Company,
Jewett, Barton, Leavy & Kern, Agents,
Lewis Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to the Estate of Harold Blake in connection with Contract No. 2118, North Unit, Bear Canyon-State Line Section of the Pacific Highway in Jackson County. This payment will be made on or after December 21, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

190-J-2

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 190-J (2), the Bear Canyon-California Line Section of the Pacific Highway, have today been recommended for approval, subject to final review and approval by the Commissioner of Public Roads. This is your authority to advertise for bids.

Concurrence in award of contract will be withheld pending approval of the 1940 Regular Federal Aid Program.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FA 190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

NOV 10 1939

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon Federal Aid Project No. FAP 190-J (1), Bear Canyon-State Line Section of the Pacific Highway, was made by a representative of this office on October 25, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Sr. Highway Engineer

Tor

FORM S-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
OCT 3 - 1939
FOR [illegible]

190-J-1

NOTED

Ashland, Ore.
Sept. 30,1939.

W. H. Lynch, District Engineer,
Public Roads Administration,
Portland, Oregon.

Dear Sir;

This is to report that F A Project 190 J (1) was completed Sept. 30,1939. Employment 60.

Yours truly,

P P Whitmore

P. P. Whitmore
Resident Engineer.

cc Baldock
cc Lytle

Form E-1—6M—3-30

190-J-1

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Sept. 30, 1939

Section North Unit Bear Canyon-State Line

Kind of work Grading

Highway Pacific

Section prefix 15-1120 F A 190 J (1)

Contractor Harold Blake

Contract number 2118

Date of contract Nov. 19, 1938

Date of completion Oct. 31, 1939

Date work started March 20, 1939

Estimated date of completion , 193

Amount of contract $ 163808

Per cent of time elapsed 90 %

Estimated cost of completed project, exclusive of engineering $ 150200

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 6400.00, 4.25 %

Date project was completed Sept. 30, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor worked a 2½ yd. shovel, 1 tractor with 12 yd. buggy 1 shift of 6 hrs. on extra work moving slides, and 2 shifts of 6 hrs. making side road 697-703. Worked a motor blade grader, 1-5yd. truck, and crew of laborers 1-8hr. shift a day, 5 days, on finishigg work and cleaning up, and completed all work.

H. G. SMI

NOTED
RAY WEBBER

P P Whitmore

Signed P. P. Whitmore Resident Engineer

Address Ashland Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	2.29				
Miles partially completed					
Miles completed	2.29				
Total estimated quantities	425000				
Estimated quantities moved or placed to date	425000				
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week	40				

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	32					3	35
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons	2						2
Men and tractors	2						2
Shovel Opr.	1						1
	37					3	40

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	"		
Friday	"		
Saturday	"		

STATE PRINTING DEPT

FORM 5-A-1 7M 11-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
MAR 29 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

March 28, 1939

19-190-J-1
#2118

R. H. Baldock
State Highway Engineer
Salem, Ore.

NOTED
Asst State Highway Engineer

Attention: G. S. Paxson

Dear Sir:

The contractor on the North Unit of the Bear Canyon-California State Line Section will probably start constructing the box culverts on that job within the next week, and it is requested that you assign someone to do the inspecting.

I would suggest that as Carleton is about thru at Marshfield that he be sent.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock ✓
Whitmore

FA 190-J-1

May 16, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed two signed copies of project agreement for the Bear Canyon-State Line Section, Project No. FA 190-J (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

May 8, 1939

[illegible]ED
[illegible]SSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 190-J (1)
Bear Canyon-State Line section
Pacific Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJCaufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 3 - 1939
FOR FILING

[illegible]

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's letter of April 17th relative to the uncompleted portion of Oregon Federal Aid Project No. 191. [illegible]

General Memorandum No. 10, dated September 14, 1923, stipulates that a section shall be designated by some one letter of the alphabet from A to J, inclusive. The question as to adherence to this requirement in cases where the allotted number of sections did not complete the project covered by the project statement, was submitted to our Washington Office, and they advise that this requirement is still in effect. After the permissible number of letters have been used, it will be necessary to submit a new project statement with a new number covering the unimproved portion or portions of the original project.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Fon

RECEIVED

FA 191-J

April 17, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 8, 1939, we are sending, under separate cover, five blueprint copies of the title sheet for Project No. FA 191-J, which sheet has been revised to show both the north and south units of the project.

190-J

We are, likewise, sending five copies of the project statement map showing the present alignment. Your attention is called to the condition that all allowable section designations have been used on this project. Accordingly, we will appreciate advice regarding the proper method to use in assigning the project and section designations for the remaining sections within the project limits.

Very truly yours,

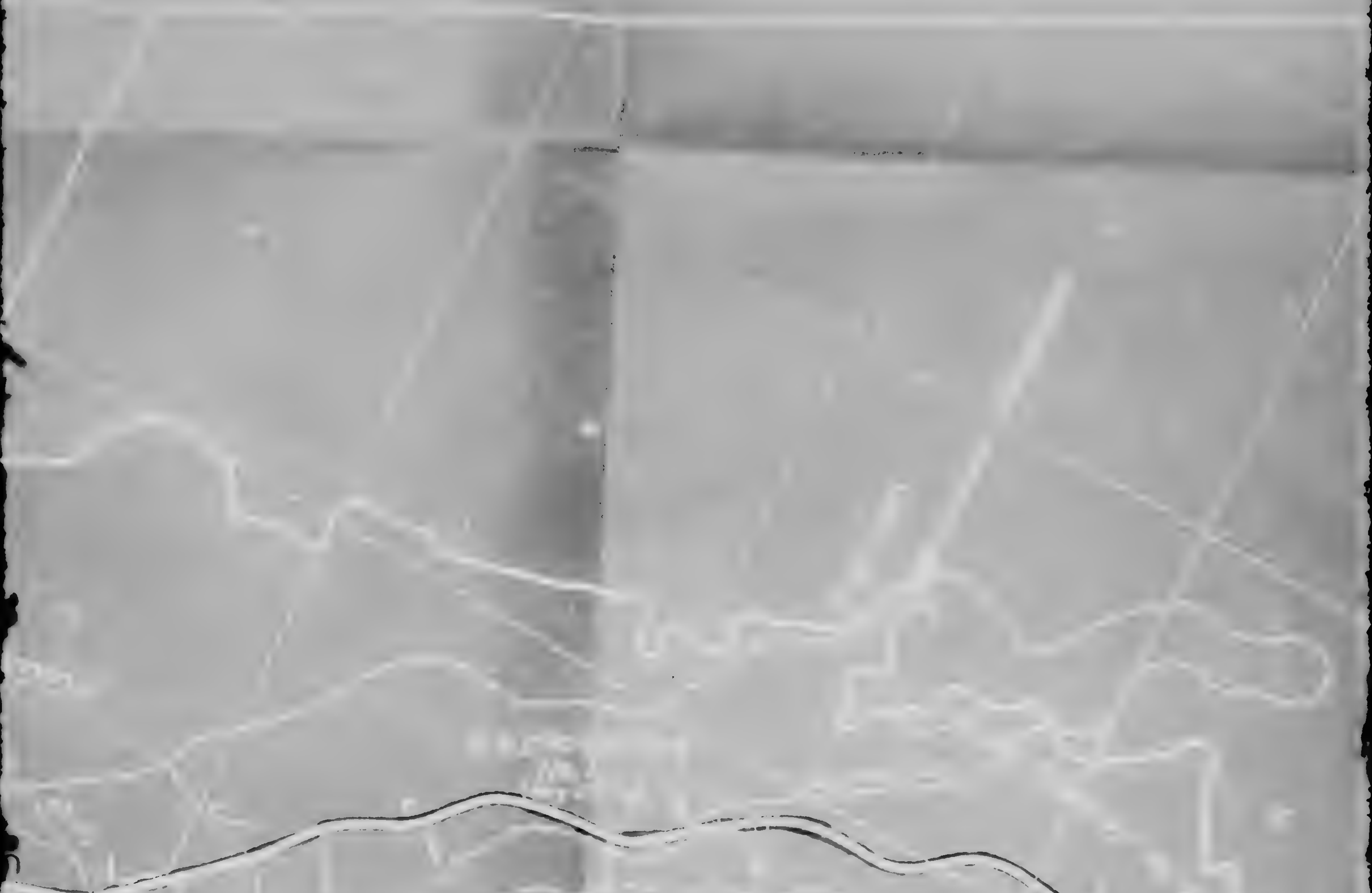
R. H. BALDOCK
State Higway Engineer

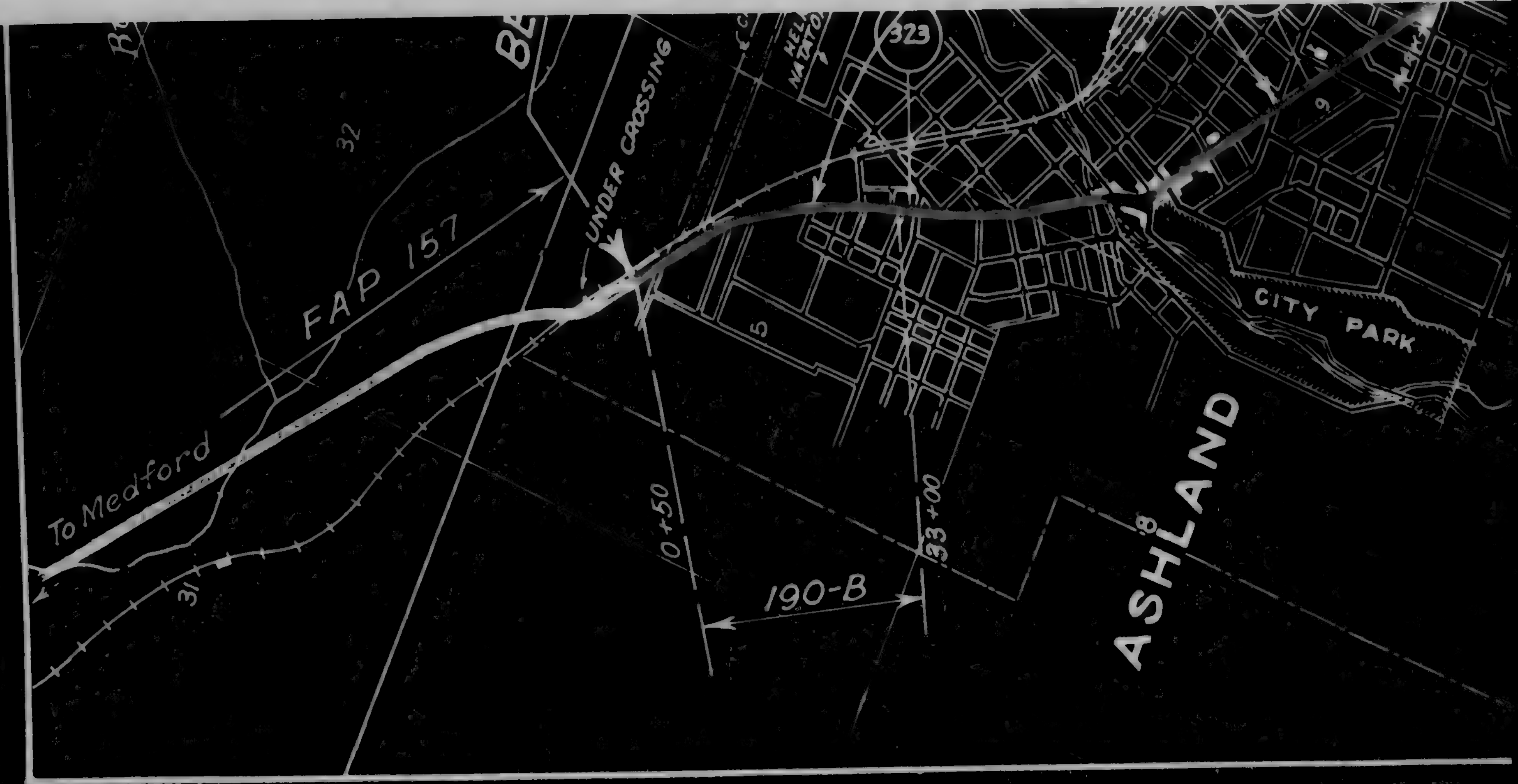
By

S. H. Probert
Office Engineer

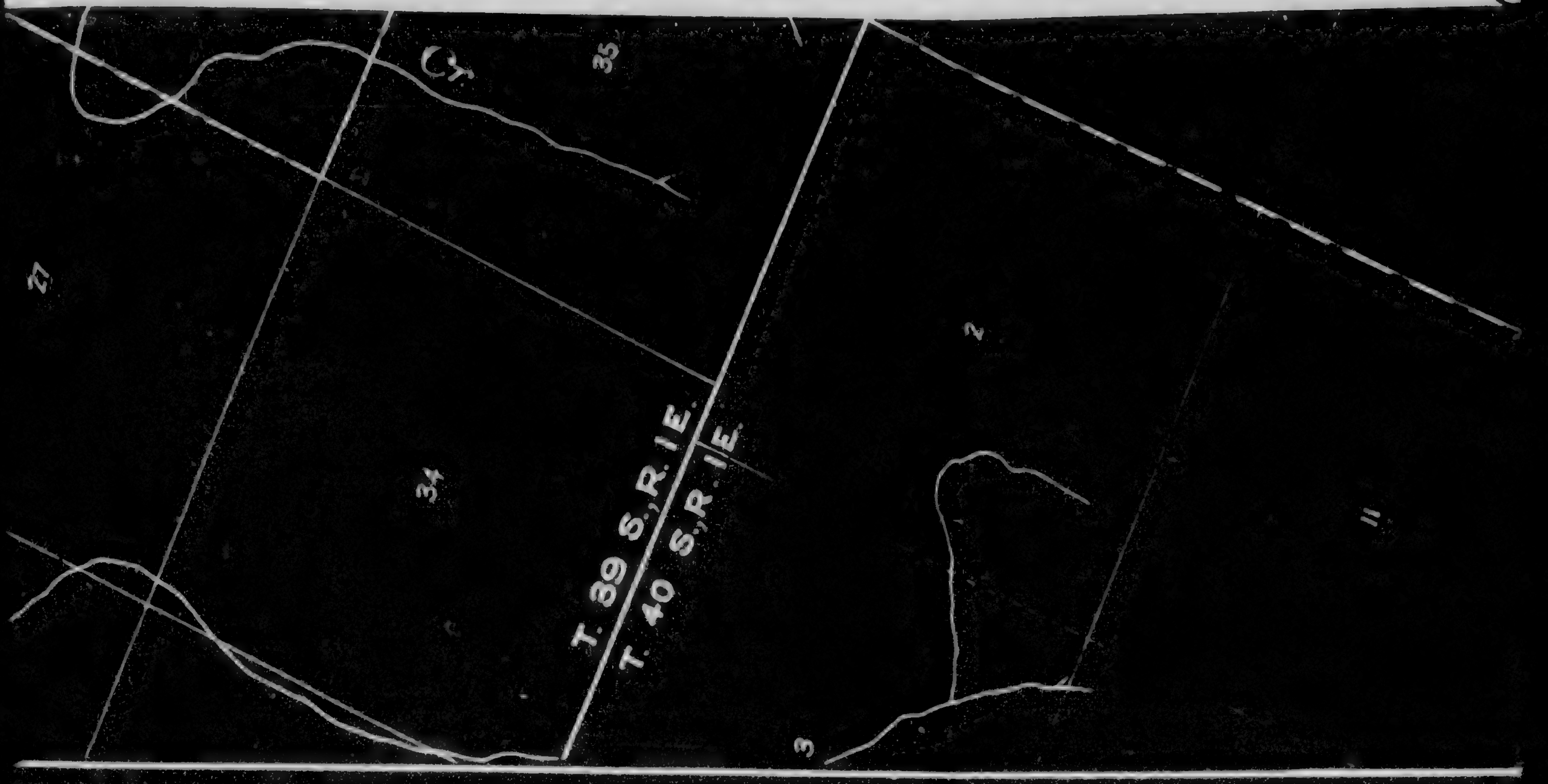
Dict. by J. W. Nash/ER

Creek

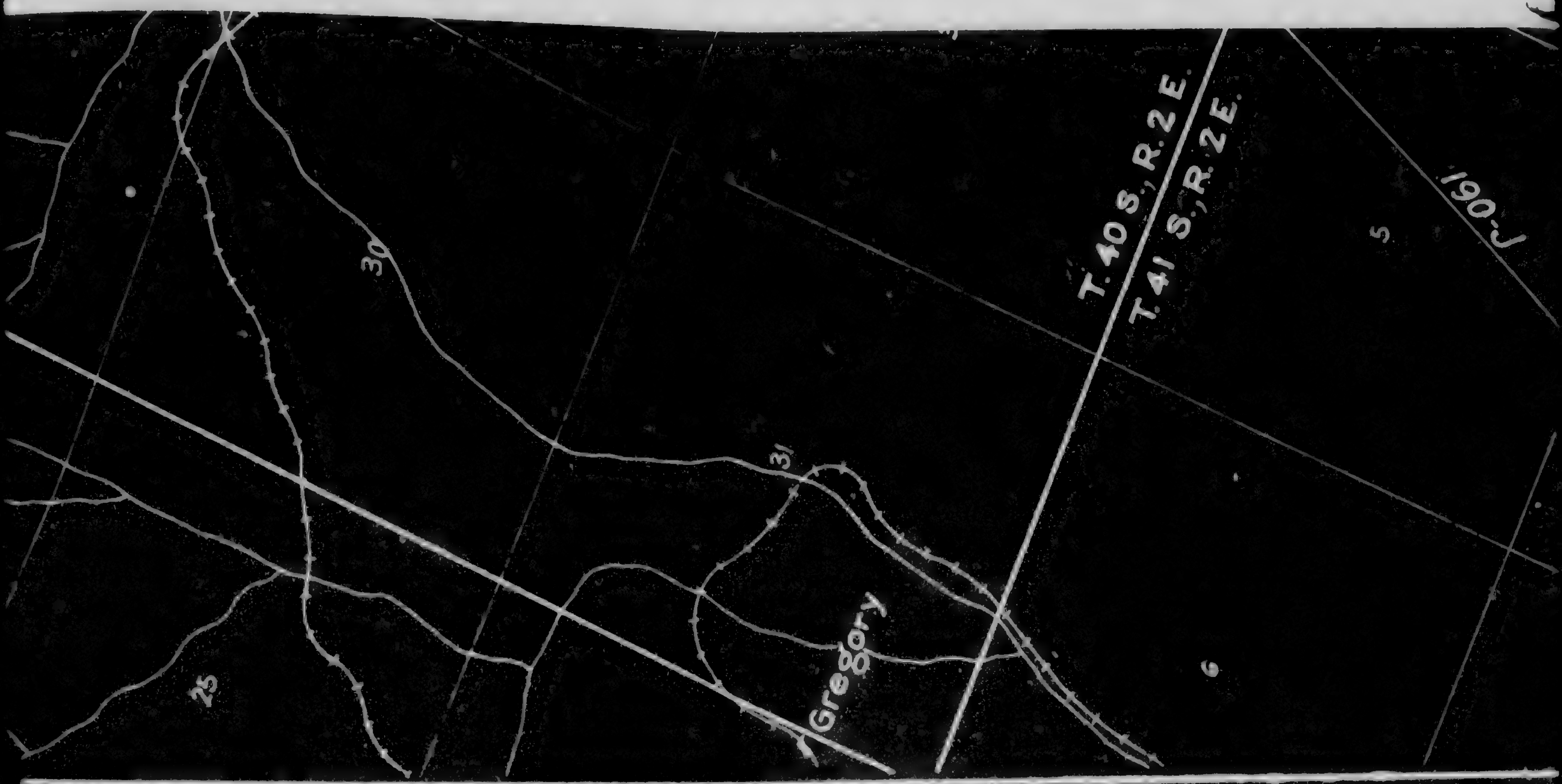



UNDER CROSSING
323
32
FAP 157
To Medford
31
5
9
0+50
190-B
33+00
8
ASHLAND
CITY PARK

PARK
CITY RESERVOIR
BOULEVARD
(100' WIDE)
CITY LIMITS
℄ CITY LIMITS
0+00
11+38
190-D
22
27
21
28
17


Cr.
35
27
2
34
T. 39 S., R. I E.
T. 40 S., R. I E.
11
3

12
13
14
SISKIYO
19
24
25


T. 40 S., R. 2 E.
T. 41 S., R. 2 E.
30
31
25
Gregory
5
6

40 S., R. 2 E.
T. 41 S., R. 2 E.
150
190'
5
6
8
800
17
END OF PROJE
OREGON
CALIFORNIA

RECEIVED

FA-190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 8, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Before acting on the project agreement estimate for Oregon Federal Aid Project No. 190-J (1), submitted with your letter of April 4, 1938, we should have revised title sheets, as requested in our letter of December 12, 1938.

Revised project statement sketch maps, also requested in that letter, should be forwarded.

Very truly yours,

W H Lynch

W. H. LYNCH,
District Engineer

RECEIVED
MAY 16 1939
FOR FILING
FA - 190-J-1

April 4, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed six copies of estimate as basis for project agreement for the Bear Canyon-State Line Section, Project No. FA 190-J (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. FA 190-J(1)

BEAR CANYON-STATE LINE SECTION

OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, March 27, 1939

North Unit, Sta. 696+00 to 816+00 (Contract No. 2118)

All Required		Clearing and Grubbing	$- -	$ 2,000.00
2,700	cu. yds.	Trench Excavation	.75	2,025.00
192,000	cu. yds.	Excavation, No. of Sta. 722	.33	63,360.00
283,000	cu. yds.	Excavation, So. of Sta. 722	.22	62,260.00
1,000,000	yd. sta.	Overhaul	.005	5,000.00
47,000	yd. mi.	Truck Haul	.10	4,700.00
2.29	miles	Finishing Roadbed and Slopes	400.00	916.00
6,000	lin. ft.	Rounding Cutbanks	.08	480.00
5,400	lin. ft.	9" Corr. Iron Pipe	.75	4,050.00
190	lin. ft.	15" Corr. Iron Pipe	1.60	304.00
350	lin. ft.	18" Extra Strength Corr. Iron Pipe	1.80	630.00
800	lin. ft.	18" Concrete Pipe	2.60	2,080.00
460	lin. ft.	24" Extra Strength Corr. Iron Pipe	2.90	1,334.00
130	lin. ft.	24" Concrete Pipe	3.00	390.00
220	lin. ft.	24" Extra Strength Concrete Pipe	3.25	715.00
500	lin. ft.	Metal Ditch Lining No. 30	1.60	800.00
1,000	cu. yds.	Rock Backfill in Drains	2.75	2,750.00
250	cu. yds.	Class "D" Concrete	22.00	5,500.00
40,000	lbs.	Metal Reinforcement	.05	2,000.00
800	lin. ft.	Cable Guard Rail	.80	640.00
1,000	cu. yds.	Placing Surfacing Materials	1.25	1,250.00
5,200	yd. mi.	Hauling Surfacing Materials	.12	624.00
				$163,808.00

South Unit (Sta. 816+00 to 86[illegible]+71)

All Required		Clearing and Grubbing	$	$ 1,000.00
1,400	cu. yds.	Trench Excavation	.75	1,050.00
126,000	cu. yds.	Excavation, No. of Sta. 840	.21	26,460.00
124,000	cu. yds.	Excavation, So. of Sta. 840	.29	35,960.00
198,000	yd. sta.	Overhaul	.005	990.00
48,000	yd. mi.	Truck Haul	.10	4,800.00
0.90	mile	Finishing Roadbed and Slopes	400.00	360.00

2,400	lin. ft.	Rounding Cutbanks	$ .08	$ 192.00
330	lin. ft.	9" Perforated Corr. Iron Pipe	.75	247.50
100	lin. ft.	18" Corr. Iron Pipe	1.40	140.00
130	lin. ft.	18" Concrete Pipe	2.00	260.00
230	lin. ft.	24" Extra Strength Concrete Pipe	2.50	575.00
90	cu. yds.	Rock Backfill in Drains	2.75	247.50
270	cu. yds.	Class "D" Concrete	22.00	5,940.00
42,000	lbs.	Metal Reinforcement	.05	2,100.00
				$ 80,322.00
		Subtotal		$244,130
		10% Engr. & Cont.		24,413
		Total		$268,543

Length of North Unit	2.2908 miles
Length of South Unit	0.9035 miles
Total Length	3.194 miles
Cost per mile	$ 84,077

Federal Aid Funds Requested- -	$ 163,820
State Funds- -	104,723
	$ 268,543

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

FORM 6-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

H. BALDOCK
HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 21 1939
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 21

Feb. 20, 1939

190-2-1

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: O. S. Paxson

Dear Sir:

We are sending herewith culvert lay-outs at Stations 739 and 852 on the north and south units of the Bear Canyon-Claifornia State Line Section of the Pacific Highway.

Verytruly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock
H. G. Smith

NOTED
State Highway Engineer

FORM 5-A-1 10M 5-38

Commissioners
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 19 1939
FOR FILING

RECEIVED
JAN 19
STATE HIGHWAY COMMISSION

Jan. 18, 1939

IN REPLY PLEASE
REFER TO FILE NO.

NOTED
Asst. State Highway Engineer

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: S. H. Probert

Dear Sir:

We are enclosing copy of a letter from Mr. Whitmore relative to the preparation of payrolls on contracts #2118 and #2139. Please advise Mr. Whitmore with a copy of your letter to this office.

Very truly yours,

K. D. LYTLE
Division Engineer

By:

R. B. Sipprell
Office Engineer

enc

RBS:G

cc: Baldock ✓

RECEIVED
DEC 20 1938
FOR FILING

170-9-1

December 19, 1938

Mr. Harold Blake
400 North Thompson St.
Portland, Oregon

Dear Sir:

By express we are forwarding to you a fully executed copy of Contract No. 2118 which was awarded to you on November 17, 1938, for grading the North Unit, Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
MAY 1 [illegible]
FOR FILING

70-190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please submit revised title sheets for Oregon Federal Aid Project No. 190-J (1), the Bear Canyon-State Line section of the Pacific Highway covering the entire length of the project, to supersede those we now have which show each unit separately.

A revised project statement sketch map should also be furnished correcting the location in the vicinity of the California line. On the revised sketch map please show the location of each of the sections of the project as constructed.

Very truly yours,

W. H. LYNCH
District Engineer

By

F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING

7(1-190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please submit revised title sheets for Oregon Federal Aid Project No. 190-J (1), the Bear Canyon-State Line section of the Pacific Highway covering the entire length of the project, to supersede those we now have which show each unit separately.

A revised project statement sketch map should also be furnished correcting the location in the vicinity of the California line. On the revised sketch map please show the location of each of the sections of the project as constructed.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

FORM 5-A-1 10M 5-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
DEC 7 1938
FOR FILING

190-9-1

RECEIVED
1938

Dec. 5, 1938

IN REPLY PLEASE REFER TO FILE NO.

R. H. Baldock
State Highway Engineer
Salem, Oregon.
Attention: H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

I have received the Record of Project Expenditure Authorizations covering the North Unit of the Bear Canyon-State Line Section, Pacific Highway, and note that no provision has been made for the oiling of the detours, which according to the contract is to be done by State Forces.

In our estimate submitted to your office, I included $1500.00 for this item and I would be pleased to have you advise whether the inclusion of that amount was overlooked or whether you care wish to make this authorization at this time.

Very truly yours,

K D Lytle
K. D. LYTLE
Division Engineer

KDL:G

cc: Probert
Baldock

RECEIVED
DEC 6 1938
FOR FILING

190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

3 - 1938

December 2, 1938.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 190-J (1), South Unit of the Bear Canyon-State Line Section of the Pacific Highway, are today being recommended for approval, subject to final review and approval by the Chief of Bureau. This is your authority for advertising.

Our concurrence in award will be withheld pending approval by the Washington Office of the extension involved in this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
DEC 2 1938
FOR FILING

190-J-1

December 1, 1938

Mr. Harold Blake
400 N. Thompson Street
Portland, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2118 which was awarded to you on November 17, 1938, by the State Highway Commission, covering the grading of the North Unit, Bear Canyon-State Line Section, of the Pacific Highway, in Jackson County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

November 19, 1938

Mr. Harold Blake
400 North Thompson
Portland, Oregon

Dear Sir:

The State Highway Commission on November 17, 1938, awarded you the contract for grading the North Unit of Bear Canyon-State Line Section of the Pacific Highway, in Jackson County. This award was based on your low bid of $163,808.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
MAY 1[illegible] 1939
FOR FILING

7C 190-J-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
NOV 21 1938
STATE HIGHWAY COMMISSION

November 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon F.A.P. 190-J (1), the north unit of Bear Canyon-State Line section of the Pacific Highway, to Harold Blake, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
MAY 1 1939
FOR FILING

190-J1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

RECEIVED
NOV 2 1938

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 190-J (1), the North Unit of the Bear Canyon-State Line section of the Pacific Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

RECEIVED
MAY 16 1939
FOR FILING
FA 190-J-1

October 29, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the North Unit, Bear Canyon-State Line Section, Project No. FA 190-J(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department   Federal Aid Project No. FA 190-J(1)

NORTH UNIT, BEAR CANYON-STATE LINE SECTION
OF THE PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 28, 1938

All Required		Clearing and Grubbing		$ 4,500.00
2,700	cu. yds.	Trench Excavation	$ 1.00	2,700.00
192,000	cu. yds.	Excavation, No. of Sta. 722	.40	76,800.00
283,000	cu. yds.	Excavation, So. of Sta. 722	.23	65,090.00
1,000,000	yd. sta.	Overhaul	.01	10,000.00
47,000	yd. mi.	Truck Haul	.12	5,640.00
2.29	miles	Finishing Roadbed and Slopes	500.00	1,145.00
6,000	lin. ft.	Rounding Cutbanks	.10	600.00
5,400	lin. ft.	9" Corr. Iron Pipe	.85	4,590.00
190	lin. ft.	18" Corr. Iron Pipe	2.00	380.00
350	lin. ft.	18" Extra Strength Corr. Iron Pipe	2.50	875.00
800	lin. ft.	18" Concrete Pipe	2.00	1,600.00
460	lin. ft.	24" Extra Strength Corr. Iron Pipe	3.50	1,610.00
130	lin. ft.	24" Concrete Pipe	3.00	390.00
220	lin. ft.	24" Extra Strength Concrete Pipe	3.50	770.00
500	lin. ft.	Metal Ditch Lining No. 30	1.25	625.00
1,000	cu. yds.	Rock Backfill in Drains	2.00	2,000.00
250	cu. yds.	Class "D" Concrete	23.00	5,750.00
40,000	lbs.	Metal Reinforcement	.05	2,000.00
800	lin. ft.	Cable Guard Rail	1.00	800.00
1,000	cu. yds.	Placing Surfacing Materials	.60	600.00
5,200	yd. mi.	Hauling Surfacing Materials	.12	624.00
			Subtotal	$189,089
			10% Engr. & Cont.	18,908
			Total	$207,997

Length 2.290 miles
Cost per mile $ 90,828

Federal Aid Funds Requested- $126,880
State Funds- 81,117
$207,997

FORM D-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 23

13 [illegible]

RECEIVED
26 1938

Sept. 23, 1938

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Attached you will find a sketch and quantity lay-out for a 3 x 3 box at Station 853+84 of the Bear Canyon-California State Line Section of the Pacific Highway. This was not included with the other data which was recently sent to your office.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

encs

cc: Baldock ✓

FORM 6-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 17 1938
FOR FILING
190-[illegible]

Sept. 15, 1938

RECEIVED
SEP 16 1938
OREGON
STATE HIGHWAY COMMISSION

R. H. Baldock
State Highway Engineer
Salem, Ore.

Attention: H. G. Smith

Dear Sir:

Under separate cover, I am sending you the plans and specifications on the Bear Canyon-California State Line Section of the Pacific Highway.

In writing up the specifications, the entire line was covered, so if a shorter job is done, it will be necessary to make some revisions. Estimates on three different jobs are attached to the special provisions.

The layout plan for the concrete culvert at Station 854 is not included with the other plans, as we did not think the job would go that far. However, Mr. Gall is preparing a plan which will be submitted within the next few days.

Very truly yours,

K. D. LYTLE
Division Engineer

KDL:G

cc: Baldock

FORM S-A-1 10M 3-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JUL 26 1938
FOR FILING

190 - 7

July 23, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. S. H. Probert
Office Engineer
O F F I C E

NOTED

Dear Sir:

Reference is made to the tentative schedule of contract lettings as revised July 20, 1938, and particularly to the Bear Canyon grading project in Jackson County which is scheduled for the December 12 letting. The Commission wants to advance the date for the letting of this contract to October 27, 1938. Will you please revise the schedule accordingly.

Very truly yours,

Secretary

HBG:AM

Dictated but not read

cc - Mr. Baldock

FORM 5-A-1
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

~~H. B. GLAISYER, SECRETARY~~

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
JUL 13 193
FOR FILING

190-4

OREGON STATE HIGHWAY COMMISSION
SALEM

July 11th, 1938

IN REPLY PLEASE REFER TO FILE NO.

Mr. K. D. Lytle
Division Engineer
State Highway Dept.
Roseburg, Oregon

Dear Sir:

Plans and specifications should be submitted as soon as possible on the Bear Canyon Section. The schedule calls for contracting this in November, but it is necessary to have the data in order to avoid a congestion in the drafting department.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

OTED

CONTRACT# [redacted] 2119

16-1202 Madras-Deschutes Co. Line 1938
Sec., The Dalles-California Hwy.
2119

R.W.B.

RECEIVED
MAY 10 1939

16-1207

May 4th, 1939

COST ANALYSIS-FINAL REPORT
The Dalles-California Highway
Madras-Deschutes County Line Section
Fisher Bros., Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Rock in S.P.	$5,221.59	3,105.5 cu. yd.	1.68	1.70	$5,279.35
½"-¼" " " " "	4,558.62	2,711.2 " "	1.68	1.70	4,609.04
¼"-1/8" " " " "	1,868.21	1,111.1 " "	1.68	1.70	1,888.87
Screen Rejections	213.30	853.2 " "		0.25	213.30
Hauling Screen Rejections	153.58	1,535.8 yd. mi.		0.10	153.58
Force Account	68.04				68.04
Deductions:					
Haul Adjustment	________	- 651 yd. mi.		0.10	- 65.10
	$12,083.34				$12,147.08

Gross Revenue	$12,147.08
Total Cost	12,083.34
Net Profit	$63.74

Net Profit Equals 0.5% of Gross Revenue

Detail of Cost

Labor:

Supervision	$662.00	
Labor	3,761.85	
State Industrial Accident Insurance	227.24	
Social Security & Unemployment Insurance	176.96	
		$4,828.05

Equipment Rental, Supplies & Miscellaneous:

Equipment Rental	$3,863.00	
Gas, Oil and Grease	1,721.76	
Powder	911.25	
Small Tools & Misc.	467.87	
Overhead Expense	170.71	
Bond	120.70	
		7,255.29
		$12,083.34

Breakdown of Crushed Rock Cost

	Cost	Quantity	Unit Cost
Move In & Set Up	$1,041.11	7,781.0 cu. yd.	0.134
Drill & Shoot	1,662.24	" " "	0.214
Load at Quarry	1,378.68	" " "	0.177
Haul to Crusher	831.50	" " "	0.107
Plant Operation	2,880.21	" " "	0.370
* Haul to Stockpiles	3,022.34	" " "	0.388
Stockpile Expense	359.70	" " "	0.046
Overhead & Proratable Exp.	839.52	" " "	0.108
	$12,015.30		1.544

* Haul Averaged 6.3 miles

Sizes and Quantities of Crushed Rock

3/4" - 1/2"	3,105.5
1/2" - 1/4"	2,711.2
1/4" - 1/8"	1,111.1
Screen Rejections	853.2
	7,781.0

Madras-Deschutes County Line Section

REMARKS:

This contract consisted of the production of 7,100 cubic yards of crushed rock in stockpiles. It was bid on November 9th, 1938; work was started December 12th, and finished February 15th, 1939.

The quarry was located adjacent to the Cove road, about 500 feet west from where it leaves the flat and starts descending into the Crooked River Canyon. It consisted of rock that broke up in such small pieces that very little secondary shooting was necessary. A shovel of 5/8 cu. yd. capacity was used to load the broken quarry rock into trucks for transportation to the crushing plant.

The crushing plant was erected on the flat above and about 500 feet east of the quarry. It consisted of 3 crushers (18" x 36" jaw, 3' gyrasphere and an 18" Telsmith Intercone, the latter being a new type of crusher weighing about 3,500 pounds, costing $1,800 and capable of recrushing 1½" minus material at a rate of about 15 cu. yd. per hour), 1 - 3' x 10' three deck screen, 2 diesel engines (120 h.p. Buda and 40 h.p. International), 1 - 50 KW generator, 5 electric motors (4 - 5 h.p. and 1 - 10 h.p.) and a grizzly and feeder unit. Production was started January 6th, and completed February 7th. An average of about 24 cu. yds. per hour was maintained while the plant was in operation.

Cold weather prevailed during the course of the work The job seemed to be well supervised, although the payroll was somewhat excessive, amounting to nearly 37% of the total cost; whereas, on similar contracts the average generally holds around 32%.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

#2119

RECEIVED
APR 12 1939

16-1222

April 12, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2119, for the construction of the Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or afterApril 22, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $12,147.08, including the final payment. Of this amount $68.04 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#2119

RECEIVED
APR 3 - 1939
FOR FILING

16-1202

April 3, 1939

Shell Oil Company,
1220 S. W. Morrison St.,
Portland, Oregon.

Attention: Frank J. Hirner.

Gentlemen:

Reference is made to your letter of March 31st concerning the Fisher Brothers Contract No. 2119, Madras-Deschutes County Line Section in Jefferson County.

You are advised that this contract was completed February 15, 1939, and was accepted March 3, 1939. Final payment has not yet been made.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

-1

2119

RECEIVED
APR 3 - 1939
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
1220 S.W. MORRISON STREET
PORTLAND, OREGON

TELEPHONE ATWATER 7321

March 31, 1939

State of Oregon
Highway Department
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: Fisher Brothers
Contract No. 2119

It is our understanding that this contract is approximately completed. Will you please advise us if official completion and acceptance dates have been determined.

For your convenience, we are enclosing stamped and addressed envelope.

Very truly yours,

SHELL OIL COMPANY

FRANK J. HURNER
Division Credit Manager

RER:GC
Encl.

E - $12,021.50
[illegible] - 1202.15
[illegible] - $10,819.35

RECEIVED
MAR 22 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 23 1939

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No. 16-1202

March 16, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon PWS 1347-F, Madras-Deschutes County Line, was made by a representative of this office on February 21, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

[illegible] FOR FILING

16-1202

Fil

OREGON STATE HIGHWAY COMMISSION

SALEM
Madras, Oregon
Feb.25,1939

16-1202

Mr. W. E. Chandler,
Division Engineer,
Oregon State Highway Commission
Bend, Ore.

Dear Sir:

Pursuant to instructions from your office, I will explain the overruns and underruns of quantities on the Madras-Deschutes County Rock Production Project.

Item No. 1 3/4" - ½" crushed rock in stockpile.
Contract amount 3500 cu.yards, final amount 3105.5 cu.yards, underrun of 394.5 cu. yards or 11%. The underrun on this item is but slightly in excess of the allowable amount. Namely 10%. The underrun is due to the fact that it is not possible to control the sizes of rock produced by a crushing plant to an exact degree. When this plant was put in operation, adjustments were made that appeared to make the ratio between the various sizes of rock correct. However, the proportions did not quite come within the allowance.

This fact also accounts for the overrun of 311.2 cu. yards or 13% in the ½" - ¼" crushed rock in stockpiles.

The item of ¼" - 1/8" crushed rock in Stockpiles is within 88.9 cu. yards of the specified amount of 1200 cu.yards or within 7%.

The total amount of money involved in these items is within (under) $292174 of the allowed amount of $12,070.00. This is 2.4% or an amount too small to require any explanation other than to say that it is not economically possible to make the quantities on these jobs check exactly.

The contingency fund of $482.80 was not needed or used on this contract.

The item of $530.00 for Preparation of Stockpiles was considerably in excess of the amount needed, therefore was not entirely used.

In the production of the type of rock called for in this contract, there is, necessarily, a considerable quantity of fine material (1/8-0) produced simultaneously with the specified materials. This material on this contract was of exceptionally good quality and of value to the Highway Commission for various uses such as fine material for paving plants, sanding etc. This matter was discussed with you during the progress of the job and it was decided to stockpile this material on our site at Milepost 104.06. As you already know, this was done at a total cost to the State of

$366.88, the cost of the material being $213.30 and the cost of hauling being $153.58. The total amount of material stockpiled, as noted above, is 853.2 cu.yards.

There was a small item of haul adjustment in favor of the State which amounted to $65.10 in money. This, of course, was caused by a slight discrepancy between the amounts specified for the piles and the amounts actually placed, a condition common to jobs of this nature.

The item of Engineering should be very close to the amounts specified in the Project Authorization. The allowed amount was $724.20 and our costs will be very close to that figure barring charges made in the Salem office over which I have no control.

The total approved Project Authorization was $13,807.00. The total final cost is $12,871.28 or an underrun of $935.72. The principal cause of this underrun in the total amount of money set up for the project is that the contingency fund of slightly less than $500.00 and the item for Preparation of Stockpile sites in an amount of $500.00 plus was not used. The totals for the other work is well within the normal allowable variations.

Very truly yours,

(Signed) Forrest Cooper

Resident Engineer.

$366.88, the cost of the material being $213.30 and the cost of hauling being $153.58. The total amount of material stockpiled, as noted above, is 853.2 cu.yards.

There was a small item of haul adjustment in favor of the State which amounted to $65.10 in money. This, of course, was caused by a slight discrepancy between the amounts specified for the piles and the amounts actually placed, a condition common to jobs of this nature.

The item of Engineering should be very close to the amounts specified in the Project Authorization. The allowed amount was $724.20 and our costs will be very close to that figure barring charges made in the Salem office over which I have no control.

The total approved Project Authorization was $13,807.00. The total final cost is $12,871.28 or an underrun of $935.72. The principal cause of this underrun in the total amount of money set up for the project is that the contingency fund of slightly less than $500.00 and the item for Preparation of Stockpile sites in an amount of $500.00 plus was not used. The totals for the other work is well within the normal allowable variations.

Very truly yours,

(Signed) Forrest Cooper

Resident Engineer.

RECEIVED
FEB 21 1939
FOR FILING

1E-1202

February 21, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We refer to your letter of February 20th, advising that the Public Works Administration expects completion of the Madras-Deschutes County Line Rock Production Project, PWA Docket 1347-F, by not later than April 9, 1939.

In this connection, we have to advise that the project referred to was completed on February 15th.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

SHP:ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
FEB 21 1939
OREGON
STATE HIGHWAY COMMISSION

February 20, 1939.

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Oregon PWS Docket 1347-F,
Madras-Deschutes Co. Line Rock Prod.

Dear Sir:

We have been requested to advise you that the Public Works Administration expects the above-named project to be completed by April 9, 1939, and that failure to do so may jeopardize the payment of grant funds on any items not completed by that date.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Form 338—5M—7-38

OREGON STATE HIGHWAY COMMISSION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending Febraurey 18, 1939, 193

Section Madras-Deschutes County Line

Kind of work Crushed Rock in Stockpiles

Highway The Dalles-California

Section prefix 16-1202

Contractor Fisher Bros.

Contract number 2119

Date of contract November 17, 1938

Date of completion ~~February 15~~ April 10 1939

Date work started December 10, 1938

Estimated date of completion ...., 193

Amount of contract $12,070.00

Per cent of time elapsed 59 %

Estimated cost of completed project, exclusive of engineering $12,146.57

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $724.20, 6 %

Date project was completed February 15, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Contractor tearing down plant and finishing fencing stockpile sites, completing project on Wednesday February 15.

Engineering crew completed final records.

Final records being sent to Division office at Bend.

Final Report.

NOTED RAY WEBBER

FEB 20 19

NOTED VAN SCOY

Signed Tom J Cooper

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			19.59		
Miles partially completed					
Miles completed					
Total estimated quantities			7,100		
Estimated quantities moved or placed to date			~~7,100~~ 6,927.8		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	The Dalles Emp. Office COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	2					2	4
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	Fair		
Tuesday	Fair		
Wednesday	Fair		
Thursday	Fair		
Friday	Fair		
Saturday	Fair		

FORM 5-A-1 7M 11-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Madras, Oregon
Feb. 15, 1939

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
FEB 17 1939
FOR FILING

16-1202

Mr. V. H. Lynch
District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

RECEIVED
FEB 16 1939
OREGON
STATE HIGHWAY COMMISSION

Dear Sir:

Completed today (P. W. A. Docket Number Oregon-1347-F , Madras- Deschutes County Line Section, Contract No. 2113). All work on this contract has been completed.

Very truly yours,

Forrest Cooper

Forrest Cooper
Resident Engineer

cc R. H. Baldock
S. H. Probert
W. E. Chandler

NOTED
C. B. McCullough

RECEIVED
FEB 8 1939
FOR FILING

1R-12C2

February 3, 1939

GENERAL AMERICA COMPANIES
Mr, C. M. Pratt, Special Agent
601 Board of Trade Building
Portland, Oregon

Gentlemen:

Reference is made to your letter of January 23 regarding Fisher Brothers' contract for the furnishing of crushed rock in stock piles for the Madras-Deschutes County Line Section of The Dalles California Highway.

I am glad to advise you that the contractors' copy of this contract, fully executed, was mailed to them yesterday.

Very truly yours,

Secretary

HBG:MBL

January 25, 1939

General America Companies
Mr. C. M. Pratt, Special Agent
601 Board of Trade Building
Portland, Oregon

Gentlemen:

Reply is made to your letter of January 23 in regard to the contract awarded by the Highway Commission to Fisher Bros. for furnishing crushed rock in stock piles for the Madras-Deschutes County Line Section of The Dalles-California Highway.

I note your statement to the effect that the contractor has not yet received a copy of the executed contract.

In checking up I find that this is true but the delay is caused by the fact that the insurance that was required to be furnished the state in connection with this job was not properly written. The contracts have been signed by all concerned and are ready for delivery as soon as the insurance matter has been properly taken care of. I am unable to check with the Engineer who is handling this feature due to his absence from the city but will ascertain the facts from him immediately upon his return.

Very truly yours,

HBG:AM

Secretary

GENERAL
AMERICA
COMPANIES
H K DENT
PRESIDENT

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA
HOME OFFICES—SEATTLE, WASHINGTON

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

RECEIVED
JAN 25 [illegible]
STATE HIGHWAY COMMISSION

January 23, 1939

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. B. Glaisyer, Sec.

Gentlemen:

Re: Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County.

Under date of November 16, 1938 we executed for our clients, Herman Fisher, Eric Fisher, Walter Fisher, and Albert Fisher doing business as Fisher Brothers of Oregon City, a bid bond for the above captioned job, the bids for which were opened on November 17th, 1938.

Under date of December 7, 1938, we executed the Performance Bond which covered the furnishing of crushed rock in stockpiles on the Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County, in the amount of $12,070.00.

Messrs. Leger and McGahuey of Oregon City, the agency handling the business of the Fisher Brothers, have mentioned to us the fact that up to the present time, the contractors have not received copies of the specifications and although the work is practically completed up to this time, they have not received any money to date.

We would very much appreciate your advices in this connection.

Yours very truly,

GENERAL AMERICA COMPANIES

C M Pratt
C. M. Pratt
Special Agent

ANSWERED
H. B. GLAISYER

CMP:GP

RECEIVED
FEB 3 1939
FOR FILING
[illegible]

Feb. 2, 1939

General Casualty Company of America
C. M. Pratt, Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2119 which was awarded to Fisher Bros. on November 17, 1938, for furnishing crushed rock in stock piles on the Madras-Deschutes County Line Section of The Dalles-California Highway, in Jefferson County.

This copy is sent to you inasmuch as you appear surety on the bond furnished by the contractor and is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
FEB 3 1939
FOR FILING

[illegible]

February 2, 1939

Fisher Bros.

Oregon City, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of contract No. 2119 which was awarded to you on November 17, 1938, for furnishing crushed rock in stock piles on the Madras-Deschutes County Line Section of The Dalles-California Highway, in Jefferson County. This copy is for your records and files.

Very truly yours,

JMcF
AM

Secretary

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 31 1939

RECEIVED
JAN 31 1939
OREGON
STATE HIGHWAY COMMISSION

January 30th
1939

NOTED
Ass't State Highway Engineer

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

Attention: Mr. N. M. Finkbiner

Dear Sir:

We are enclosing copy of a letter received from Resident Engineer Cooper relative to a defective 1/4"-1/8" testing screen which was used in the control of the 1/4"-1/8" materials on the Madras-Deschutes County Line project, which when tested in your laboratory showed on excess passing the 1/8" but when tested in the field appeared to be satisfactory.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. S. Smith

Encl.

FORM 5-9-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
JAN 30 1939
FOR FILING

RECEIVED
JAN 30 1939
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE
REFER TO FILE NO.

January 28th
1939

Mr. C. B. McCullough
Ass't. State Highway Engineer
Salem, Oregon

NOTED
Asst State Highway Engineer

Attention: Mr. W. A. Reeves

Dear Sir:

In accordance with your letter of instructions, we submit herewith Resident Engineer Cooper's report of the value of work done on the MADRAS-DESCHUTES COUNTY LINE rock production project, PWA Oregon Docket 1347-F, Contract #2119.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
Encl.

cc-Mr. H. G. Smith ✓

FORM 9-A-1 10M 2-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

RECEIVED
1938

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
Madras, Oregon
Dec. 10, 1938

IN REPLY PLEASE
REFER TO FILE NO.

16-1202

NOTED
Asst. State Highway Engineer

Mr. W.H. Lynch
District Engineer
U. S. Bureau of Public Roads
Portland, Oregon

Dear Sir:

Work started today, Dec. 10th., on (P.W.A. Oregon 1347), Madras-Deschutes County Line Section, Contract No.2119.

Very Truly yours,

Forrest Cooper
Forrest Cooper
Resident Engineer

FC:J

cc- Mr. R. H. Baldock ✓
Mr. S.H. Probert
Mr. W. R. Chandler

5

RECEIVED
NOV 30 1938
FOR FILING

16-1202

November 30, 1938

FISHER BROTHERS

Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of State Highway Contract No. 2119, which was awarded to you on November 17, 1938, by the State Highway Commission, covering the furnishing of crushed rock in stock piles on the Madras-Deschutes County Line Section of The Dalles-California Highway, in Jefferson County.

Please execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. After this is done a fully executed copy will be returned for your files. An executed copy will also be furnished the surety on your bond.

Your attention is called to Page 1 of the General Conditions (Part I), relating to workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract, and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to Page 12 of the General Conditions (Part II), relating to payment by the contractor of amounts due hospital associations, et cetera.

Yours very truly,

Secretary

MC:MBL

FORM 5-B-1 2500 4-36

COMMISSIONERS
HENRY P. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

11-12-2

November 29th
1938

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned Resident Engineer Cooper the engineering responsibilities on the MADRAS-DESCHUTES COUNTY LINE Rock Production Project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

RMS:Y

cc-Mr. R. H. Baldock ✓
Mr. N. M. Finkbiner
Mr. Forrest Cooper

FORM 8-A-1 10M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 30 1938
FOR FILING

November 28, 1938

IN REPLY PLEASE REFER TO FILE NO.

16-1202

Fisher Bros.,
Contractors,
Oregon City, Ore.

Gentlemen:

The Madras-Deschutes County Line job is a P.W.A. project and work must be started on or before December 10th, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed within 4 months from the date on which the work commences.

Your cooperation in complying with all requirements as set forth in the plans and specifications will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock
W. E. Chandler

NOT F
C.B. McCul

FORM 9-E-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

(9-4)

November 25, 1938

16-1205

Bureau of Public Roads
Box 3900
Portland, Oregon

Gentlemen:

Re: Madras-Deschutes County Line Section
Docket Number Oregon 1347-F

We are enclosing four certified copies of a resolution awarding the contract for the above named job to the low bidder, Fisher Brothers.

Certified copies of the tabulation of bids and control estimate will be forwarded in the near future.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enc. 4

cc: H. B. Glaisyer

State of Oregon)
) ss
County of Marion)

I, H. B. Glaisyer, Secretary of the State Highway Commission of the State of Oregon, do hereby certify that the attached resolution, entitled "A Resolution Awarding the Contract for the Construction of the Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County, Docket Number Oregon 1347-F," is a true and exact copy of said resolution adopted by unanimous vote of the members of the Oregon State Highway Commission at its meeting held in Portland, Oregon, November 17, 1938, all members of said Commission being present and participating.

I further certify that the meeting of the Oregon State Highway Commission held November 17, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting of October 20, 1938, at which meeting all members of the Commission were present and participating.

In witness whereof, I hereunto set my hand and the official seal of the Oregon State Highway Commission this 25th day of November, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

24-4

A RESOLUTION AWARDING THE CONTRACT FOR THE CONSTRUCTION OF THE MADRAS-DESCHUTES COUNTY LINE SECTION OF THE DALLES-CALIFORNIA HIGHWAY IN JEFFERSON COUNTY, DOCKET NUMBER OREGON 1347-F.

WHEREAS, bids received for the construction of the Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County have been duly opened and read, in accordance with published notice, and compared,

AND WHEREAS, the bid submitted by Fisher Bros, contractor, is the lowest responsible bid received and is within the funds available for the construction of the said project.

NOW THEREFORE, Be It Resolved by the State Highway Commission of the State of Oregon that the contract for the construction of the Madras-Deschutes County Line Section of The Dalles-California Highway in Jefferson County be and the same is hereby awarded to Fisher Bros, contractor, in the amount of Twelve Thousand Seventy Dollars ($12070.00), and

Be It Further Resolved that this award shall not be effective until the successful bidder has been notified in writing of such award by the Secretary of the Oregon State Highway Commission.

RECEIVED
NOV [illegible] 1938
FOR FILING
16-1202

November 19, 1938

Fisher Brothers
Oregon City, Oregon

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for furnishing crushed rock on the Madras-Deschutes County Line Section of The Dalles-California Highway, in Jefferson County. This award was based on your low bid of $12,070 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MC:AM Secretary

cc - Mr. S. H. Probert
Mr. O. S. Paxson

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

16-1202

November 12th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1938, we are submitting herewith, for comparison of bids, the following estimate on the MADRAS-DESCHUTES COUNTY LINE rock production project, for 7,100 cubic yards of crushed rock in stockpiles on the The Dalles-California Highway Jefferson County:

Item No.	Item		Unit Price	Amount
1.	3/4" - ½" Crushed Rock in Stockpile	3,500 cu. yds.	1.75	6,125.00
2.	½" - ¼" Crushed Rock in Stockpile	2,400 " "	1.75	4,200.00
3..	¼" - 1/8" Crushed Rock in Stockpile	1,200 " "	1.75	2,100.00
	Total amount of Estimate			$ 12,425.00

Very truly yours,

Wm. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 3 1938
FOR FIL

October 5, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Deschutes River-Madras Section.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

CAG:VM
Attachments

(110)

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE DESCHUTES RIVER-MADRAS SECTION

PWA DOCKET NO. OREGON 1287-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Jefferson County, which is the locality inwhich the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on varisus jobs as listed in our letter of September 21 to Mr. C. C. Beckley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similer nature in the locality in which the project is to be constructed:

Retort operator	$1.00
Retort fireman	.87½
Distributor driver	.90
Distributor leverman	.90
Power broom operator	.75
Drag scraper operator	.80
Powderman	1.00
Jackhammer man	.75
Oiler	.80
Crusher feeder	.75
Truck driver (under 3 tons)	.75
Truck driver (3 tons and over mfr. rated capacity)	.85
Roller operator	1.00
Power blade operator	1.12½
Compressor operator	1.00
Tractor operator (75 H.P. & over with attachments)	1.25
Tractor operator (75 H.P. & over without attachms.)	1.00
Tractor operator (35 to 75 H.P.)	1.00
Tractor operator (under 35 H.P.)	.85
Power shovel operator (1 yard and under)	1.25
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, clerical, administrative, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Deschutes River-Madras Project, in Jefferson County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 1938
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No. 16-1202

October 5, 1938

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon

Oregon PWS Docket 1347-F,
Madras-Deschutes Co. Rock Prod.

Dear Sir:

You have been advised by Mr. C. C. Hockley, Regional Director, Region #7, PWA, under date of October 4, that this office has taken over for inspection and supervision the above designated docket project. Engineering and supervision on this project should be of the same general character as is usual for regular Federal Aid work.

Yours very truly,

W. H. LYNCH,
District Engineer

By: F E Andrews
F. E. Andrews,
Sr. Hwy. Engr.

FORM 2-E-1 6M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 2 1938
FOR FILING

16-1202

October 4, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

RECEIVED
OCT 4 1938
LEGAL DEP'T

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Madras-Deschutes County Line Rock Production Project.

If this resolution meets with your approval, will you please present it to the Secretary in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W A Reeves

W. A. Reeves
Office Engineer

APPROVED
J M Devers
ATTORNEY FOR STATE

REFERRED
TO Glaisyer
FOR Action
J. M. DEVERS

CAG:VM
Attachments

17

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE MADRAS-DESCHUTES COUNTY LINE ROCK PRODUCTION PWA DOCKET NO. OREGON 1347-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Jefferson County, which is the locality in which the proposed project (hereinafter referred to as "project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 22 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Stationary drag scraper operator (up to 1 yard capacity)	$ .80
Stationary drag scraper operator (over 1 yard capacity)	1.12½
Powderman	1.00
Jackhammer man	.75
Oiler	.80
Crusher feeder	.75
Shovel operator	1.25
Truck drivers (3-ton and under, manufacturer's rated capacity)	.75
Truck drivers (over 3-ton, manufacturer's rated capacity	.85
Common labor	.50

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Madras-Deschutes County Line Rock Production Project, in Jefferson County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

FORM B-E-1 1M 6-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
OCT 24 1938
~~FOR FILING~~

16-1202

October 3, 1938

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Re: Madras-Deschutes County Line
Rock Production Project
Docket No. Oregon 1347-F

Dear Sir:

Enclosed find three (3) certified copies of an excerpt from the minutes of the Oregon State Highway Commission relating to the acceptance of the offer on the above named project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

CAG:VM
Enclosures
cc: H. B. Glaisyer

Portland, Oregon, September 29, 1938

The State Highway Commission reconvened in regular session at 9:00 o'clock a. m. in the auditorium of the Public Service Building. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
F. L. Tou Velle, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * *

The Commission had under consideration the offer of the United States of America to contribute P.W.A. funds to aid in financing the construction of the Madras-Deschutes County Line Rock Production Project in Jefferson County, and the acquisition of necessary lands and rights of way therefor. Commissioner Aldrich moved the adoption of the following resolution accepting such offer. The motion was duly seconded by Commissioner Tou Velle and was declared carried by the Commission by unanimous vote:

[illegible]

RESOLUTION

A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES OF AMERICA TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE MADRAS-DESCHUTES COUNTY LINE ROCK PRODUCTION PROJECT IN JEFFERSON COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR.

Be it resolved by the Oregon State Highway Commission:

Section 1. That the offer of the United States of America to the State Highway Commission of the State of Oregon to aid by way of grant in financing the construction of the Madras-Deschutes County Line Rock Production Project in Jefferson County and the acquisition of necessary lands and rights of way therefor, a copy of which offer reads as follows:

"P. W. 84060-12

"FEDERAL EMERGENCY ADMINISTRATION

OF PUBLIC WORKS

"Washington, D. C.,
Dated: Sep. 29,1936
Docket No. Oreg. 1347-F

"State Highway Commission of the
State of Oregon,

Salem, Oregon.

"1. Subject to the Terms and Conditions (PWA Form No. 230, as amended to the date of this Offer), which are made a part hereof, the United States of America hereby offers to aid in financing the acquisition of necessary lands and rights of way and the production of road material for the Madras-Deschutes County Line Rock Production Project (herein called the "Project") by making a grant to State Highway Commission of the State of Oregon (herein called the "Applicant") in the amount of 45 percent of the cost of the Project upon completion, as determined by the Federal Emergency Administrator of Public Works (herein called the "Administrator"), but not to exceed, in any event, the sum of $7,416.

"2. By acceptance of this Offer the Applicant covenants to begin work on the Project as early as possible but in no event later than 12 weeks from the date of this Offer and to complete such Project with all practicable dispatch, and in any event within 4 months from the commencement of construction.

"3. This Offer is made subject to the express condition that, if the Administrator shall determine at any time that the Applicant has paid or agreed to pay, whether directly or indirectly, a bonus, commission or fee to any person, firm or corporation for attempting to procure an approval of the Applicant's application, or for alleged services in procuring or in attempting to procure such approval, or for activities of the nature commonly known as lobbying performed or agreed to be performed in connection with the application, then the Administrator shall have the right, in his discretion, to rescind this Offer and any agreements resulting herefrom, and, in the event of such rescission, the United States of America shall be under no further obligation hereunder.

"UNITED STATES OF AMERICA

Federal Emergency Administrator
of Public Works

By (Sgd.) H. A. Gray
Assistant Administrator"

34

Be and the same is hereby in all respects accepted.

Section 2. That the State Highway Commission of the State of Oregon and the State of Oregon agree to abide by all rules and regulations relating to such grant a copy of which rules and regulations were annexed to the Government's offer and made a part thereof. It is hereby covenanted that the work on the project described in the offer will be commenced as early as possible, but in no event later than twelve weeks from the date of this offer; and to complete the work with all practicable dispatch, and in any event within four months from the commencement of construction.

Section 3. That J. M. Devers, Assistant Attorney General for Oregon, and Attorney for the State Highway Commission of the State of Oregon be and he is hereby authorised and directed forthwith to send to the Federal Emergency Administration of Public Works three certified copies of this Resolution and three certified copies of the proceedings of this Commission in connection with the adoption of this Resolution, and such further documents or proofs in connection with the acceptance of said offer as may be requested by the Federal Emergency Administration of Public Works.

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the minutes of the Oregon State Highway Commission relating to the resolution of the Commission entitled "A RESOLUTION ACCEPTING THE OFFER OF THE UNITED STATES OF AMERICA TO THE STATE HIGHWAY COMMISSION OF THE STATE OF OREGON TO AID BY WAY OF GRANT IN FINANCING THE CONSTRUCTION OF THE MADRAS-DESCHUTES COUNTY LINE ROCK PRODUCTION PROJECT IN JEFFERSON COUNTY AND THE ACQUISITION OF NECESSARY LANDS AND RIGHTS OF WAY THEREFOR", as the same appears in the minutes of September 29, 1938, entered in volume 23 of the minute book wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of the said minutes and of the whole thereof.

I also hereby certify that the meeting of the Commission of September 29 was a regular meeting of the Oregon State Highway Commission and that all members were given due notice of meeting by letter on September 26, 1938.

IN WITNESS WHEREOF, I hereunto set my hand and the official seal of the State Highway Commission of the State of Oregon on this first day of October, 1938.

Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 8-A-1, 10M, 11-37

COMMISSIONERS

HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 5th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

16-1202

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to substituting the Madras-Deschutes County Line rock production project in lieu of the Crescent-Beaver Marsh Section, I beg to advise that I have discussed this with Mr. Bishop, and he states that he has not changed his mind with regard to the Madras-Deschutes County line project. He feels that you can get along without this project this season and is not willing to approve it. He also considers that the Crescent-Beaver Marsh project must have been premature or you would have not overlooked the project and failed to send in the specifications.

An examination of our files indicates that you submitted a request for the present Crescent-Beaver Marsh project on March 29th, 1937, and that on August 30th, I wrote you authorizing you to submit specifications for this with other projects.

The request for maintenance material greatly exceeded the funds budgeted, and $50,000 was transferred from the construction budget to furnish additional maintenance material. However, we were instructed to crush only that material which was absolutely necessary for this season's work. It is obvious that the Crescent-Beaver Marsh project was not very essential; therefore, it has been decided to defer it until another year.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By
H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

FORM 8-A-1 10M 8-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

S

16-1202

January 28th, 1938

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The Madras-Deschutes County Line rock production project was not submitted in time to come within the budgetary allowance for 1938 expenditures. There is, however, a slight possibility that there may be sufficient savings to put the project on later, but it cannot be let at the present time.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

CONTRACT#2120

FAGM 37-A-1 Klamath Falls Main St. U'Xing

2120

RECEIVED
JUL 16 1941
FOR FILING

FAGM 37-A-1

January 24, 1941

Mr. John Houston
Mayor
Klamath Falls, Oregon

Dear Sir:

We have received the final audit on the Main Street Undercrossing project from the Public Roads Administration. A blueprint copy of its report is attached.

You will note that the Public Roads Administration has rejected, as not eligible for reimbursement from federal funds, costs claimed in the amount of $2,925.87. These nonreimbursable claims are made up as follows:

1. Preliminary Engineering		
a. Survey (1937)	$ 479.20	
b. Preliminary Design (1937)	332.05	
c. Foundation Exploration (1937)	630.24	
	$1,441.49	$1,441.49
2. Order for Extra Work No. 1		712.30
3. Name Plates		44.60
4. California Oregon Power Company's Bill		695.63
5. Southern Pacific Company's Bill		31.85
	Total	$2,925.87

In the agreement entered into between the State and the City of Klamath Falls, dated February 19, 1938, the following provision for handling such nonreimbursable expenditures is included:

> "5. Reimburse State for all expenditures in connection with the designing, contracting, contract expenditures, and engineering supervision and control which are not expenditures reimbursable from the Federal Government under the terms and conditions of General Administrative Memorandum No. 39 issued by the United States Department of Agriculture, Bureau of Public Roads, dated December 23, 1937, a copy of which Memorandum is attached hereto and made a part hereof, and deposit with the State Highway Commission at the time of the execution of this agreement a certified check drawn upon a bank doing business in the State of Oregon in the sum of $1000.00, payable to Oregon State Highway Commission, which said deposit may be used by State to apply on said non-reimbursable items."

The agreement entered into between the State, the City of Klamath Falls, and the California Oregon Power Company, dated September 22, 1938, contains a provision covering the disposal of nonreimbursable expenditures made by the power company. This provision is in the last seven lines of Article 3 on Page 3 of the agreement and reads as follows:

> "In the event that Company shall be required to make any expenditures which are not reimbursable under the said Memorandum No. 39 but are reimbursable to Company under the terms of the resolutions adopted by the City of Klamath Falls under date of February 4, 1929, and April 4, 1933, copies of which resolutions are attached hereto and made a part hereof, such reimbursement shall be made to Company by City and shall not be an obligation of State."

We have withheld, pending receipt of the final audit by the Public Roads Administration, the sum of $1,044.26 from the power company's bill. We will now release to the power company $348.63, which is the difference between the retained amount and the total of the nonreimbursable expenditures. The disposal of the claim for $695.63 is a matter to be settled by the City of Klamath Falls and the power company.

The nonreimbursable item of $31.85 in the Southern Pacific Company's bill will be collected from the railroad by the State.

Deducting these two items from the total leaves $2,198.39, expenditures made by the State for which reimbursement will not be made by the Public Roads Administration. This matter was discussed by the Highway Commission at its last meeting, and the Commission decided that the State will absorb as its own cost the sum of $1,198.39, leaving the city's contribution limited to the $1,000 certified check now in our keeping.

We trust that you will find this accounting and procedure satisfactory to the city.

Very truly yours,

R. H. Baldock
Chief Engineer

GSP CM
Attached
cc G. S. Paxson

3f

January 23, 1941

Sixth Street Overcrossing
in Klamath Falls

Mr. G. S. Paxson

Pursuant to our conversation of yesterday, the Commission agreed to assume all of the expense for nonreimbursable items arising out of the Sixth Street Overcrossing Project in Klamath Falls, over and above those which are to be paid by the Power Company and the Railroad, plus the thousand dollars now on deposit with us.

C. B. McCullough

CBM:AP

3f

FORM E-30 REVISED 25M 9-40

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 15, 1941

Subject: Final Settlement, Main Street Undercrossing in Klamath Falls, Contract No. 2120

To: Mr. C. B. McCullough
Assistant Chief Engineer
Office

Dear Sir:

We are now in receipt of the final audit from the Public Roads Administration relative to reimbursement for expenditures on the Main Street Undercrossing in Klamath Falls. This project was put on under the grade separation program as a project not on the highway system. The undercrossing is on a city street which is not under the jurisdiction of the Highway Commission or of the Klamath County Court. The Public Roads Administration audit rules as nonreimbursable claims totaling $2,925.87. These nonreimbursable claims are made up as follows:

1. Preliminary Engineering		
a. Survey (1937)	$ 479.20	
b. Preliminary Design (1937)	332.05	
c. Foundation Exploration (1937)	630.24	
	$1,441.49	$1,441.49
2. Order for Extra Work No. 1		712.30
3. Name Plates		44.60
4. California Oregon Power Company's Bill		695.63
5. Southern Pacific Company's Bill		31.85
Total		$2,925.87

The Public Roads Administration's ruling is that engineering expenses which were incurred prior to the approval of the project are not reimbursable. On account of this ruling, we have had certain items of expense on other projects which we have not been able to collect. It has always been necessary to make surveys and to make some preliminary design before an estimate can be made for the program. On other jobs, we have paid these costs with State money.

Order for Extra Work No. 1 covers the cleaning up of the excavation in the abutment sections. The original plans showed the abutments resting upon gravel. When the excavation was complete, it was found necessary to drive piling to support the abutments. These piling were driven by the railroad company, and in the driving a considerable amount of material was forced up between the piles, making it necessary to clean out this excavation before the concrete foundation was placed. This work was done by the contractor under Order for Extra Work No. 1. This was classed as extra work because the contractor had already completed his excavation and was ready to pour concrete when it was decided to drive piling. The removal of the surplus excavation was much more expensive than the excavation upon which the contractor bid. This was submitted to the Public Roads Administration as a reimbursable item, but did not receive its approval.

The name plates are special name plates listing all of the city officials and were made at the specific request of the city. They were advised at the time the plates were made that they probably would not be reimbursable.

The California Oregon Power Company was forced to rearrange its water and power systems in the vicinity of the undercrossing. Before starting on the work, an agreement was entered into between the power company, the State, and the City of Klamath Falls. This agreement provided that the company would be reimbursed for such of its expenses as were ruled reimbursable under the federal regulations and provided further as follows:

> "In the event that Company shall be required to make any expenditures which are not reimbursable under the said Memorandum No. 39 but are reimbursable to Company under the terms of the resolutions adopted by the City of Klamath Falls under date of February 4, 1929, and April 4, 1933, copies of which resolutions are attached hereto and made a part hereof, such reimbursement shall be made to Company by City and shall not be an obligation of State."

We have held back the sum of $1,044.26 from the California Oregon Power Company to be sure that we would have enough to cover these anticipated nonreimbursable items. Since the nonreimbursable items total only $695.63, we still have $348.63 which we will pay to the California Oregon Power Company, leaving the remainder of the bill to be adjusted directly with the city.

The Public Roads Administration has found only $31.85 in the Southern Pacific Company's bill which is ruled as nonreimbursable. We are holding back $1,915.49 from the Southern Pacific Company to cover the nonreimbursable items, so that we will now pay them the difference between this sum and the $31.85. This will clean up all claims of the Southern Pacific Company.

The California Oregon Power Company's expenditures and the Southern Pacific Company's expenditures therefore do not enter into our final settlement with the City of Klamath Falls. However, this leaves the first three items totaling $2,198.39, which represents the expenditures made by the State. These expenditures are not being reimbursed by the Federal Government. At the beginning of the job, an agreement was entered into between the State and the City of Klamath Falls which provides in part as follows:

> "5. Reimburse State for all expenditures in connection with the designing, contracting, contract expenditures, and engineering supervision and control which are not expenditures reimbursable from the Federal Government under the terms and conditions of General Administrative Memorandum No. 39 issued by the United States Department of Agriculture, Bureau of Public Roads, dated December 23, 1937, a copy of which Memorandum is attached hereto and made a part hereof, and deposit with the State Highway Commission at the time of the execution of this agreement a certified check drawn upon a bank doing business in the State of Oregon in the sum of $1000.00, payable to Oregon State Highway Commission, which said deposit may be used by State to apply on said non-reimbursable items."

The City of Klamath Falls has on deposit with us a certified check in the amount of $1,000. It has been ruled on other projects that the Highway Commission has authority to make expenditures off the highway system where such expenditures are necessary to carry out the intent of federal construction programs. These State expenditures have in the past been principally engineering expenditures, and the question arises as to whether the State should bear the $1,441.49 expense for preliminary engineering or whether an attempt should be made to collect this from the city. I would ask for instructions in this matter before submitting a final statement of the project to the city.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP CM
cc C. A. Gardner

3f

Bill of agreement [illegible] for [illegible]

for [illegible] in [illegible]

COPY FOR MR. R. H. BA CK

RECEIVED
OCT 9 1940
FOR FILING

September 21, 1940

Southern Pacific Company
San Francisco
California

Gentlemen:

On August 17, Mr. Oldfield, field auditor at our San Francisco office, made an audit of your bill No. 407313 covering work done in connection with the Main Street underpass in Klamath Falls, Oregon Federal Aid Grade Crossing Project FAGM 37-A (1)(off). Mr. Oldfield's report states that he discussed with you all items cited, and that you would reply to this office.

We have received no communication from you regarding the auditor's questions, and are therefore withholding action on the State's final voucher for the project. Will you please advise us concerning the items questioned by Mr. Oldfield.

Very truly yours,

W. H. LYNCH
District Engineer

By:

F. E. Andrews
Sr. Highway Engineer

RECEIVED
OCT 9 1940
FOR FILING

[illegible]

September 10, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to the final voucher for Oregon Federal Aid Grade Crossing Project FAGM 37-A (1), the Klamath Falls Underpass.

The voucher includes a claim for work done under Extra Work Order No. 1, piling cut-off and clean-up. This work was the subject of correspondence prior to its performance, and no explanation establishing its eligibility was ever submitted. On March 15, 1939, we wrote you suggesting that a copy of the order be submitted for a ruling by our Washington Office, and since that was not done, we do not believe consideration can be given to the bill at this time.

Claim is also made for two bronze name plates at $7.35 and two bronze name plates at $14.95. It is our understanding that the $7.35 plates are the standard type, showing the names of the Bureau of Public Roads, the State Highway Commission, and C. J. Montag & Sons, contractors, but that they were not used. It is our understanding that the $14.95 plates are the ones used, and that they include, in addition to the above names, the name of the City of Klamath Falls and several city officials. We do not feel that we can approve payment for plates of the latter type, and since the standard type was apparently not used on this structure, no payment can be made for those plates. Will you please advise if our understanding concerning the name plates is in error so that payment can be made if it should appear proper.

Very truly yours,

W. H. LYNCH
District Engineer

Ira

RECEIVED
SEP 3 - 1940
FOR FILING

FAGM 37-A-1

August 30, 1940

Mr. W. H. Lynch
District Engineer
Public Roads Administration
P. O. Box 3800
Portland, Oregon

Dear Sir:

We are returning herewith the original final voucher for the Main Street Undercrossing, Project No. FAGM 37-A (1) (off).

The dates, showing the period covered by the voucher, have been corrected in accord with the suggestion contained in your letter of August 29, 1940.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Encl.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
30 1940
STATE HIGHWAY COMMISSION

August 29, 1940

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are returning herewith the final voucher for Oregon Federal Aid Grade Crossing Project FAGM 37-A (1) (Off), the Klamath Falls Underpass.

The heading indicates that the voucher covers the period from January 1, 1937, to October 31, 1939, whereas our records indicate that preliminary plans were not submitted until October 19, 1938, and that construction was not completed until November 17, 1939. You will, therefore, probably want to change the voucher heading to include a different period. Only the signed copy is being sent you, and we will correct the memorandum copies upon receipt of the original properly changed and initialled.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

Encl.

RECEIVED
APR 13 1940
FOR FILING

708M 37-a-

April 13, 1940

C. J. Montag & Sons
General Contractors
Lapine, Oregon

Attention: C. C. Montag

Gentlemen:

We thank you for your letter of April 11 advising that the claim of the D. D. Van Fleet Electric Service of Klamath Falls in the amount of $420 has been settled.

Very truly yours,

JM:AM Secretary

cc - Aetna Casualty & Surety Co.
Bates, Lively & Pearson
Yeon Building
Portland, Oregon

C. J. MONTAG & SONS
GENERAL CONTRACTORS
201 COUCH BUILDING
PORTLAND, OREGON

APR 1

Lapine, Oregon
April 11, 1940

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon.

Dear Mr. Glaisyer:

We mailed the D. D. Van Fleet Electric Service of Klamath Falls, Oregon our check for $420.00 today. This is the balance due them on their subcontract for furnishing and installing the pump on the Klamath Falls Underpass job. We are sending you this information in order that you may clear up your records in this matter.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By-- C. C. Montag

REFERRED TO
[illegible]
BY SECRETARY

[illegible]

[illegible]

#2120

RECEIVED
APR 10 1940
FOR FILING

April 6, 1940

C. J. Montag & Sons
Lapine, Oregon

Gentlemen:

I have just received your letter of April 5 in regard to the claim of D. D. Van Fleet Electric Service against your Klamath Falls Underpass Job.

I am glad to have the information contained therein and am making proper entry in the records. I am also bringing your letter to the attention of the Bridge Department with the request that they write you further concerning the making of the final payment.

Thanking you for your letter, I remain

Very truly yours,

HDG:AM

Secretary

cc - Mr. G. S. Paxson, Bridge Dept.

REFERRED TO Mr Ireland
BY SECRETARY

note

C. J. MONTAG & SONS
GENERAL CONTRACTORS
201 COUCH BUILDING
PORTLAND, OREGON

Lapine, Oregon
April 5, 1940

Mr. H. B. Glaisyer
Oregon State Highway Commission
Salem, Oregon.

Dear Sir:

We have been advised by Bates, Lively & Pearson of Portland, our bonding people, that D. D. Van Fleet Electric Service of Klamath Falls have filed a claim for $420.00 against us as the balance due them for furnishing and installing pumps on the Klamath Falls Underpass job, highway contract No. 2120.

In answer to your letter we wish to advise you that sometime ago the Bridge Department of the Highway Commission advised us not to make anymore payments to the D. D. Van Fleet Electric Service inasmuch as the alternators on these pumps were not working satisfactorily and some provision had to be made for them to function properly. Then later we received another letter from the Bridge Department advising us that the Van Fleet payrolls for the work done in changing these alternators, had not been properly reported.

We advised the Van Fleet people of the changes that had to be made and told them to get their payrolls for labor performed on that job up to date as they were holding up our final estimate.

Up to this time we have not heard from the Bridge Department and do not know whether these changes have been made to the satisfication of the engineering force or not. As soon as they definitely advise us that the D. D. Van Fleet Electric Service has complied with all their requests and that the pumps and everything are in order, we have a check ready for D. D. Van Fleet. But we must have this O.K. from the Bridge Department before we make another payment.

Thanking you, we are

Very truly yours,

C. J. MONTAG & SONS

By-- C J Montag

#2120

[illegible]-37G-1

April 1, 1940

D. D. Van Fleet Electric Service
208-210 Main Street
Klamath Falls, Oregon

Attention: D. D. Van Fleet

Gentlemen:

This acknowledges receipt of your letter of March 30 advising of your claim against C. J. Montag and Sons, same being in the amount of $420 and representing the balance due you for service rendered in connection with the construction of the Main Street underpass in Klamath Falls.

The contract to which you refer is known as state highway contract No. 2120 and covers the construction of an undercrossing on Main Street in Klamath Falls by C. J. Montag and Sons. In connection with this job the contractor was required to furnish a surety bond for the protection of claims. This bond was written by the Aetna Casualty & Surety Company for whom Bates, Lively and Pearson are legal agents with offices in the Yeon Building, Portland. This bond is offered to you for the protection of your claim. I would suggest that you present your claim to Bates, Lively and Pearson and that you file notice of the same with the Secretary of State in accordance with the provisions of Chapter 517, Oregon Laws, 1939, a mimeographed copy of which is inclosed.

If you secure no satisfaction by so doing, then you still have recourse to action in the courts. I trust, however, that it will not be necessary to go to that extreme and that you will secure satisfactory settlement otherwise.

In accordance with our usual practice, we are today notifying the surety and the contractor that your claim has been filed with this office.

Very truly yours,

HBG:AM

Secretary

April 1, 1940

BATES, LIVELY & PEARSON
Yeon Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from D. D. Van Vleet Electric Service, Klamath Falls, notifying us that they have a claim, in the amount of $420.00, against C. J. Montag & Sons for service rendered in connection with the construction of the Main Street underpass in Klamath Falls, being State Highway Contract No. 2120.

Inasmuch as you are surety for the contracting firm of C. J. Montag & Sons on this job, we hereby notify you of this claim in order that you may give it the requisite attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - C. J. Montag & Sons
201 Couch Building
Portland, Oregon

DAY PHONE 758-W
NIGHT PHONE 758-R

D. D. VAN FLEET ELECTRIC SERVICE

ELECTRICAL REPAIRING
ELECTRICAL CONSTRUCTION
208-210 MAIN STREET
KLAMATH FALLS, OREGON
ARMATURE WINDING

3/30'40

Oregon State Highway Department,
Salem, Oregon.

Gentlemen:

This firm sold two pumps to Montag and Sons for Main Street Underpass, this city, and at present $420.00 remains unpaid.

We are accustomed to slow accounts and have tried to be patient in this instance, but pumps were delivered and on job August 1939, and have been in operation most of the time since, so I see no reason for continued patience.

Please let me hear regarding this matter at your earliest convenience.

Yours very truly,

D. D. Van Fleet

Van Fleet Electric Service

DDV-I

ANSWERED
H. B. GLAISYER

FAEM 37-A-1

March 19, 1940

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2120, for the construction of the Main Street Undercrossing in Klamath Falls, has been completed by the contractors, C. J. Montag & Sons, and that final settlement will be made by the State with said contractors for work done under said contract on or after March 29, 1940.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $100,421.32, including the final payment. Of this amount $712.35, was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

#2120

FAGM 37-A-1

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

February 7th, 1940.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 3702 -- C. J. Montag & Sons.

ATTENTION: H. B. Glaisyer, Secretary.

We enclose herewith Contract Status Report in connection with contract for the Main Street Undercrossing in Klamath Falls, Ore., and shall appreciate your completing same and returning to this office for the completion of our records.

We also enclose herewith a self addressed stamped envelope for your convenience in replying.

Thanking you most kindly in advance for this favor, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,
THE AETNA CASUALTY & SURETY CO.

By Karl V. Lively
Karl V. Lively,
Resident Vice-President.

MAB
Encls: Status Report,
Envelope.

37-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

December 27, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of Oregon FAGM 37-A (1) (off).
Klamath Falls Underpass
________________________________, was made by
a representative of this office on December 16, 1939.
Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By

T M Davis
T. M. Davis,
Senior Highway Engineer.

#2120

RECEIVED
FOR FILING

37-A-1

DEC

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

December 27th, 1939.

Oregon State Highway Commission,
Salem, Oregon.

Gentlemen:

RE: Aetna 42 S 3702 -- C. J. Montag & Sons,

ATTENTION: H. B. Glaisyer, Secretary

We enclose herewith Contract Status Report in connection with contract for the Main Street Undercrossing in Klamath Falls, Oregon, and shall appreciate your completing same and returning to this office for the completion of our records.

We also enclose herewith a self addressed stamped envelope for your convenience in replying.

Thanking you most kindly in advance for this favor, we remain,

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents,

By
Phil M. Lively,
Manager -- Bond Department.

MAB
Encls. - Status report.
envelope.

RECEIVED
DEC 2 1 1939
FOR FILING

FAGM 37-A-1

December 21, 1939

Mr. W. H. Lynch,
District Engineer,
Public Roads Administration,
Post Office Building,
Portland, Oregon.

Attention: Mr. T. M. Davis.

Dear Sir:

In response to your inquiry of December 19th you are advised that according to our records the Main Street Undercrossing, FAGM 37-A(1), was completed November 17, 1939. This project was accepted by the Highway Commission on November 21, 1939.

Very truly yours,

Secretary.

Dict. by J. McFarland.

RECEIVED
DEC 21 1939
HIGHWAY COMMISSION

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

December 19, 1939

Mr. R.H.Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Please advise the date on which project FAGM 37- A(1), the Main Street undercrossing in Kamath Falls, was completed.

Very truly yours,

W. H. Lynch
District Engineer

T. M. Davis
T. M. Davis
Senior Highway Engineer

FAGM 37-17-1

November 22, 1939

Mr. G. Cyrus Bishop, Aetnaizer,
319 Yeon Building
Portland, Oregon

Dear Mr. Bishop:

Reply is made to your letter of November 17 relative to the completion of C. J. Montag's contract for the construction of the undercrossing at Klamath Falls. I have not replied sooner because I wanted to make certain when the contract was completed. I am able now to tell you that this contract was completed on Friday, November 17. It was accepted by the State Highway Commission at its meeting in Salem yesterday, November 21, 1939. In view of the fact that the job was completed on November 17, the day that the insurance policies required by the specifications expired, it will not be necessary to extend this insurance.

Yours very truly,

HBG:MC

Secretary

Nov, 20, 1939.

H. B. G.

Thr Bridge Dept. would like for us to wait one more day on this answer. M. Stephenson, their construction engineer will be here in the morning and can give the answer.

J. McF.

ETY COMPANY
UT
MPANY
MPANY
OMPANY
ORTLAND, ORE.

RECEIVED
NOV 1[illegible] 1939
STATE [illegible] COMMISSION

ovember 17, 1939.

Oregon State Highway Commission
Salem
Oregon
Attention: H. B. Glaisyer

Gentlemen:

You informed us under date of November 2nd that the undercrossing at Klamath Falls had not yet been completed by C. J. [illegible] & SONS, Contractors. Will you please inform me whether or not it was completed on November 17th which was the expiration of the insurance policies required by the specifications. If the project has not been accepted, what insurance is necessary?

Very truly yours,

G Cyrus Bishop

G. Cyrus Bishop.
Aetnaizer.

GCB:GB

ANSWERED
H B GLAISYER

H. B. G.

The Bridge Dept. think that the Montag Cont. $2120, Main St, Undercrossing in Klamath Falls, was completed last Monday, Nov, 13th. However, they are not sure as they have not received the usual notice from the field. It is suggested that this letter be held over until Monday and they think a definite answer can then be given. They are sure that it was completed by Nov, 17th.

J. McF.

+P

THE ÆTNA CASUALTY AND SURETY COMPANY
HARTFORD, CONNECTICUT
AFFILIATE OF
ÆTNA LIFE INSURANCE COMPANY
THE AUTOMOBILE INSURANCE COMPANY
THE STANDARD FIRE INSURANCE COMPANY

Ætna-Izer
G. CYRUS BISHOP
Aims to Please
319 YEON BLDG. BE. 7381
RES. GARFIELD 4461

PORTLAND, ORE.

RECEIVED
NOV 1[illegible] 1939
STATE HIGHWAY COMMISSION

November 17, 1939.

Oregon State Highway Commission
Salem
Oregon
Attention: H. B. Glaisyer

Gentlemen:

You informed us under date of November 2nd that the undercrossing at Klamath Falls had not yet been completed by C. J. MONTAG & SONS, Contractors. Will you please inform me whether or not it was completed on November 17th which was the expiration of the insurance policies required by the specifications. If the project has not been accepted, what insurance is necessary?

Very truly yours,

G. Cyrus Bishop

G. Cyrus Bishop.
Aetnaizer.

GCB:GB

ANSWERED
H. B GLAISYER

"Aims To Please"

FA GM 37-A-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

RECEIVED
AUG 16 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE NO. Stencil No. 124
Ore. FAGM 37-A (1)
Main St. Undercrossing
City of Klamath Falls

August 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Sr. Highway Engineer

Encls.

Jon

A

Waype-1268

Form P. R. 2

State Oregon

Federal Aid Grade Crossing Project No. FAGM 37-A(1)(eff)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 28th day of June, 1939 by and between the Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto; particularly Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress);

Whereas the Highway Department of said State submitted on the 28th day of September, 1938, a project statement, which was approved by the Secretary on the 31st day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(1) of said project which were recommended for approval by the United States District Engineer on the 31st day of October, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred thirty-five thousand, seven hundred forty and 00/100 dollars ($135,740.00) as the share of the United States payable under said act on account of Section A(1) of said project, which is ~~does not exceed the authorized Federal pro rata share of~~ the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

A

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State (Include date and citation of act of legislature by which authorized)

(*b*) From other sources under Section 8 of the Act approved June 16, 1936, 49 Stat. 1521 (Public No. 686, 74th Congress).

(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2+43, on Main Street near Spring Street and survey station 1+65, on East Main Street near Eldorado Street, in Klamath Falls

, length 0.123 of a mile~~s~~, in Klamath County, being Section A(1) of Oregon Federal Aid Grade Crossing project No. FAGM 37 (off), consisting of 0.128 of a mile~~s~~ of roadway and one underpass structure. ~~bridges, each of more than 20 feet clear span,~~

~~of a mile in length.~~

8—5518

Π

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have referance to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

H

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(1) of said project shall not in any event exceed the sum of one hundred thirty-five thousand, seven hundred forty and 00/100 dollars ($135,740.00), certified to the Secretary of the Treasury as above mentioned, which [illegible] [illegible] is

[illegible] [illegible] the approved total estimated cost of Section A(1) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary ~~of the~~ Treasury for the payment to the State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 175, Laws of 1917 and Chap. 31, Laws of 1920.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

H

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 118

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of JUL 28 1939, 19....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E. B. Aldrich
Member, State Highway Commission
(Title of officer)

By Herman Oliver
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

Federal Works Administrator,
~~Secretary of Agriculture,~~

By H. J. O'Leary
~~Acting Chief, Bureau of Public Roads~~
Acting Commissioner of Public Roads

H

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon (off) for the construction of a highway designated in the records of this Department as Federal Aid Grade Crossing Project No. FAGM 37-A(1), State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 135,740.00 as the total estimated cost of said project, and the sum of $ 135,740.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of JUL 28 1939

one thousand nine hundred and ______

Federal Works Administrator,
~~Secretary of Agriculture,~~

By H O'Leary
~~Acting Chief, Bureau of Public Roads.~~
Acting Commissioner of Public Roads

U.S. GOVERNMENT PRINTING OFFICE 8—1820

Wherever in this document the terms "Secretary" or "Secretary of Agriculture" appear they shall include or have reference to the Federal Works Administrator, as the context requires, to conform to the President's First Plan on Government Reorganization under the Reorganization Act of 1939.

H

RECEIVED
JUN [illegible]
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

IN YOUR REPLY PLEASE
REFER TO FILE No. Oregon
FAGM 37-A (1) (off)

June 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By T. M. Davis
T. M. Davis,
Highway Engineer

H

FORM 9-8-1 1000 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
3-
FILING

37 9-1

March 30, 1939

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith four copies of a supplemental agreement pertaining to the additional railroad work to be done at the Main Street Undercrossing in Klamath Falls. These have been signed by the railroad company and by the City. I would ask that you note your approval on them as to form and give them to Mr. Baldock for his approval and consideration by the Highway Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

4/6/39

GSP CM
Attached
cc R. H. Baldock
H. B. Glaisyer ✓

XP

A

May 26, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith the following papers for the Main Street Section (Klamath Falls), Project No. FAGM 37-A (1) (Off):

1. Seven copies of agreement estimate.
2. Seven copies of revised estimate of work to be performed by the California-Oregon Power Company.
3. Seven copies of supplemental estimate of work to be performed by the Southern Pacific Company.
4. Three copies of revised agreement with the California-Oregon Power Company.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 37-A (1) (Orr)

MAIN STREET UNDERCROSSING SECTION ON

MAIN STREET (KLAMATH FALLS) IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, May 24, 1939

Roadwork

All Required		Clearing and Grubbing	$ - -	$ 75.00
800	cu. yds.	Trench Excavation	2.00	1,600.00
23,000	cu. yds.	Excavation, Single Classif.	.55	12,650.00
6,300	sq. yds.	Removal of Old Pavement	.30	1,890.00
550	sq. yds.	Removal of Sidewalks	.08	44.00
1,250	lin. ft.	Removal of Curbs	.14	175.00
3	only	Removal of Catch Basins	10.00	30.00
All Required		Adjustment of Catch Basin and Other Openings		400.00
2,300	lin. ft.	9" Perforated Corr. Iron Pipe	1.00	2,300.00
50	lin. ft.	12" Corr. Iron Pipe	1.25	62.50
60	lin. ft.	18" Corr. Iron Pipe	1.50	90.00
120	cu. yds.	Rock or Gravel Backfill in Drains	2.75	330.00
450	cu. yds.	3/4" - ½" Rock in Base	2.75	1,237.50
1,700	cu. yds.	2" - 3/4" Rock in Base and Surfacing	2.75	4,675.00
50	cu. yds.	3/4" - 0" Rock in Surfacing	2.75	137.50
6,000	sq. yds.	Portland Cement Concrete Pavement	2.10	12,600.00
900	lin. ft.	3/4" Expansion Joints	.15	135.00
1,400	lin. ft.	½" Expansion Joints	.12	168.00
3,000	lin. ft.	Contraction Joints	.03	90.00
3,500	only	Dowels	.14	490.00
3,500	lbs.	Tie Bars and Reinforcement	.05	175.00
580	cu. yds.	Class "B" Concrete	23.00	13,340.00
20	only	New Catch Basins	25.00	500.00
57,500	lbs.	Metal Reinforcement	.045	2,587.50
766	lin. ft.	Steel Handrail	5.50	4,213.00
500	lin. ft.	10" Cast Iron Pipe	2.25	1,125.00
12	lin. ft.	12" Wrought Iron Pipe	7.00	84.00
All Required		Pumping Equipment		1,951.00
All Required		Traffic Signal System		2,700.00
All Required		Electric Wiring and Lighting		1,750.00
All Required		Adjustment of Water Mains and Services (California-Oregon Power Co. Forces)		1,900.00

All Required		Adjustment of Power Lines (California-Oregon Power Co. Forces)		$ 1,500.00
		Subtotal		$ 70,955.00
		10% Engr. & Cont.		7,095.50
		Total		$ 78,050.50

Undercrossing Structure

200	cu. yds.	2" - 3/4" Rock in Base and Surfacing	$ 2.75	$ 550.00
670	cu. yds.	Class "D" Concrete	23.00	15,410.00
52,500	lbs.	Metal Reinforcement	.045	2,362.50
240,000	lbs.	Structural Steel	.065	15,600.00
1,700	sq. ft.	Membrane Waterproofing	.20	340.00
430	sq. ft.	Asphalt Plank	.35	150.50
1,200	sq. ft.	Asphalt Protection Course	.20	240.00
144	lin. ft.	Steel Handrail	5.50	792.00
All Required		Adjustment of Railroad Tracks and Maintenance of Service (R.R. Co. Forces)		17,000.00
		Subtotal		$ 52,445.00
		10% Engr. & Cont.		5,244.50
		Total		$ 57,689.50

Length of Roadway	0.128 mile
Length of Structure	.000
Cost per mile, Roadway	$609,769

FAGM Funds Requested:

Roadway	$ 78,050.50
Structure	57,689.50
	$135,740.00

Funds for Maintenance: Chap. 175, laws 1917; Chap. 31, laws 1920

ADJUSTMENT OF POWER LINES

(Estimated cost of work to be performed by California-Oregon Power Company's forces. Revised to conform with work proposed under agreement of March 3, 1939).

Supervision		
Superintendence	$ 62.35	
Social Security Tax	2.49	
Accident and Liability Insurance	3.90	
Transportation	2.44	
		$ 71.18
Survey and Preparation of Plans		
Estimator	15.20	
Transitman	14.56	
Social Security Tax	1.19	
Accident and Liability Insurance	1.86	
		32.81
Timekeeping		
Timekeeper	5.71	
Social Security	.23	
Accident and Liability Insurance	.36	
		6.30
Digging Pole Holes and Stub Holes		
Labor	107.30	
Social Security Tax	4.29	
Accident and Liability Insurance	6.71	
Transportation	.15	
		118.45
Haul and Spot Poles and Materials		
Labor	24.71	
Social Security Tax	.99	
Accident and Liability Insurance	1.55	
Transportation	4.00	
		31.25
Set and Frame Poles, Install Cross Arms, Guys and Line Hardware		
Labor	175.92	
Social Security Tax	7.04	
Accident and Liability Insurance	11.01	
Transportation	3.02	
		196.99

Install Wire, Switches and Insulators, Remove Old Wire		
Labor	$399.65	
Social Security Tax	15.99	
Accident and Liability Insurance	25.02	
Transportation	6.30	
		$ 446.96
Construct New Transformer Tower and Remove Old Tower		
Labor	133.80	
Social Security Tax	5.35	
Accident and Liability Insurance	8.38	
Transportation	1.53	
		149.06
Reroute Street Lighting Circuits		
Labor	36.80	
Social Security Tax	1.47	
Accident and Liability Insurance	2.30	
Transportation	.40	
		40.97
Remove Poles, Cross Arms and Guys		
Labor	279.22	
Social Security Tax	11.17	
Accident and Liability Insurance	17.48	
Transportation	3.44	
		311.31
Lower and Transfer Wires		
Labor	122.10	
Social Security Tax	4.88	
Accident and Liability Insurance	4.59	
Transportation	2.67	
		134.24
	Total Cost	$1,539.52
	Less Engineering Expense	32.81
	Net Construction Cost	$1,506.71
	(Use)	$1,500.00

ESTIMATE OF SUPPLEMENTAL WORK TO BE

PERFORMED BY SOUTHERN PACIFIC COMPANY'S FORCES

Drive Additional Piles for Abutment Support

7,440 lin. ft. Untreated Fir Piles (128)	$ .09	$ 669
2,240 M-FBM Untreated Lumber in Sills	24.00	53
Drive Piles		2,120
Frame and Place Sills		160
Move Gang		50
Shift Tracks		150
Material Yard Expense		51
Rental of Equipment		290
Switching, Moving Driver		35
Freight		260
Contingencies		385
		$4,283

SUMMARY

Net Total of Estimate Submitted with P. S. & E. Papers	$12,902
Net Total of Supplemental Estimate	4,283
Net Total	$17,185
Engr. & Inspection	3,500
Total	$20,685
(Use)	$17,000

FORM 5-94 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAR 23 1939
STATE [illegible]

199 11
37 a-1

March 22nd
1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. G. S. Paxson

Dear Sir:

Reference is made to your letter of March 21st transmitting three (3) copies of a subcontract agreement between C. J. MONTAG & SONS and the EAST SIDE ELECTRIC of Klamath Falls.

In your letter you mention the item of subcontracting this project in excess of 20% which in this case amounts to $20,600.

In this regard we wish to call your attention to the subcontract with G.I.STEBBINS, Items 1, 3, 4, 5, and 6 amounting to $14,784.

It is noted that four copies of a subcontract was forwarded to your office by Mr. Jordan on March 1st covering the furnishing of a pumping unit by the D. D. VAN FLEET ELECTRIC SERVICE, Item 32, amounting to $1,951.00.

The subcontract with the East Side Electric covering electrical work and the installation of a signal system, Items 33 and 34, amounts to $4,450, making a grand total of $21,185 which exceeds the 20% limitation by $585.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:

RECEIVED
JUN 13 1939

[illegible]

March 6, 1939

Mr. O. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

I am handing you herewith four fully executed copies of the agreement between the State Highway Commission, the City of Klamath Falls and the California-Oregon Power Company relative to changes in power lines, poles and facilities in connection with the Main Street Undercrossing Project in Klamath Falls. These are being handed to you for further disposal.

I have retained the original of this agreement for the Commission's records and files.

Very truly yours,

Secretary

MC:AM

MAR 2 - 1939

37-

March 1, 1939

Bureau of Public Roads
P. O. Box 3900
Portland, Oregon

Re: Klamath Falls Undercrossing FAGM-37

Gentlemen:

Excavation for the abutment footings on this project discloses conditions which require the use of foundation piling. These piling must be driven through tracks over which the railroad is operating trains. The only practical way to drive these piling is by means of a railroad driver and a railroad crew.

This work is not set up in the estimates or agreements with the railroad, and we propose to add this to the work to be done by the railroad. The cost of driving these piling will be in the neighborhood of $5,000. We would ask your approval of this charge, subject to detailed approval of the price of furnishing these piling to be furnished later.

Piling are available locally which would be delivered to the job by truck, and we propose to execute a price agreement with the contractor to furnish these piling at the job for driving by the railroad crew.

This additional work may exceed the contingency fund set up on this project, and we request that the set-up for the project be increased in the amount of $5,000.

Very truly yours,

R. H. Baldock
State Highway Engineer

GSP:HJ
cc Mr. G. S. Paxson

FORM 3-K-1 2500 10-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

February 24, 1939

37-a-1

NOTED
Asst. State Highway Engineer

Mr. H. B. Glaisyer
Secretary
Office

Dear Sir:

Herewith we hand you with our approval five copies of supplemental agreement between the State Highway Commission, the City of Klamath Falls, and The California Oregon Power Company relative to changes in power lines, poles, and facilities in connection with the Main Street Undercrossing under the tracks of Southern Pacific Company in Klamath Falls.

The agreements are for execution by the State Highway Commission, and after execution thereof four copies should be returned to Mr. Paxson for further disposition. We assume that the original will be kept for your records.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

Enclosures
JWD:AW
cc Mr. R. H. Baldock
Mr. G. S. Paxson

FORM 5-B-1 1500 10-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

400.7
32a-1

February 23, 1939

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith five copies of a supplemental agreement between the City of Klamath Falls, the California Oregon Power Company, and the State covering a change in the plan of revising the California Oregon Power Company's power lines at the site of the Klamath Falls Undercrossing.

Since the City, by prior agreement, must reimburse us for any costs which the Federal Government does not cover with Federal funds, it was thought advisable to enter into this agreement covering this change of plan. I would ask that you examine this agreement, note your approval thereon, and give to Mr. Baldock for submission to the Commission.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc R. H. Baldock ✓

FORM 5-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
JAN 16 1939
FOR FILING

[illegible]

January 13, 1939

Southern Pacific Company

Dunsmuir, California

Attention: M. L. Jennings

Gentlemen:

Reference is made to your letter of January 9 (your file [illegible]-5952). Plans and specifications for the Main Street underpass in Klamath Falls have been approved by the Bureau of Public Roads, and a contract for its construction was awarded to C. J. Montag & Sons on November 17, 1938. Work has already started on this project.

Very truly yours,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

NOT
B. McCu

GSP CM
cc C. B. McCullough ✓

RECEIVED
DEC 27 1938
FOR FILING
[illegible]
[illegible]

December 23, 1938

C. J. Montag & Sons,
Couch Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, one fully executed copy of State Highway Contract No. 2120 which was awarded to you on November 17 covering construction of the Main Street Undercrossing in Klamath Falls. This copy is for your records and files.

We are also sending a fully executed copy of this contract to the surety on your bond.

Yours very truly,

HBG:MC

Secretary

[illegible]

December 15, 1938

C. J. MONTAG & SONS
201 Couch Building
Portland, Oregon

Gentlemen:

On November 30 we forwarded to you by express four copies of the contract which was awarded to you on November 17, covering the construction of an undercrossing to carry Main Street under the Southern Pacific Company's tracks in the city of Klamath Falls. We requested that you execute all four copies of this contract as to agreement and bond and return them to this office. To date the contracts have not been received, nor have we had word from you concerning the matter.

Will you please advise whether or not you received the contracts and when we may expect to have them returned properly executed.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

FORM 2-5-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
SEP 2
FOR FILING

Const.
Project
Grade Crossing

September 26, 1936

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith six copies of the proposed agreement between the City of Klamath Falls, the California Oregon Power Company, and the State covering the revision of the power and water facilities at the site of the proposed Main Street undercrossing in Klamath Falls. These agreements were prepared in this office and have been executed by the City and by the power company. If they meet with your approval, I would ask that they be presented to the Commission for final execution.

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP CM
Attached
cc: H. B. Glaisyer ✓
J. W. DeSouza

[illegible]

RECEIVED
DEC 6 1938
FOR FILING

407M137-A-1

December 5, 1938

Mr. Clifton Richmond
Mayor
Klamath Falls, Oregon

Dear Sir:

Confirming the information that I gave you over the telephone a few minutes ago wish to say that the State Highway Commission on November 17, 1938, awarded to C. J. Montag & Sons, Portland, the contract for the construction of the Main Street Undercrossing in Klamath Falls.

There were only two bids submitted for this project, that of C. J. Montag & Sons at $103,000 and that of Clifford A. Dunn, Klamath Falls, at $116,423.00.

Very truly yours,

HBG:AM

Secretary

RECEIVED
NOV 30 1938
FOR FILING

7a 9m 131-a-1

November 30, 1938

C. J. MONTAG & SONS
201 Couch Building
Portland, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2120 which was awarded to you on November 17, 1938, by the State Highway Commission for the construction of an undercrossing to carry Main Street under the Southern Pacific Company's tracks in the City of Klamath Falls, Oregon.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,
OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

RECEIVED
NOV 21 1938
P.W.A.

7agm 37-R-1

November 19, 1938

G. J. Montag & Sons
201 Couch Building
Portland, Oregon

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for construction of Main Street Undercrossing in Klamath Falls, Klamath County. This award was based on your low bid of $103,000 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
NOV 21 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

November 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Grade Crossing project FAGM 37-A (1), Main Street Undercrossing in Klamath Falls, to C. J. Montag & Son, Portland, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

RECEIVED
NOV 10 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

November 9, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to P.S.& E. for Oregon Federal Aid Grade Crossing project FAGM 37-A (1) (off F.A.System), the Klamath Falls underpass.

It is noted that the estimate for adjusting power lines and water mains includes a number of itemsfor transportation. These costs should not be included in the agreement estimate as participating items inasmuch as Section 44 of General Administrative Memorandum No. 39 states that reimbursement cannot be made for transportation of public utility employees.

Very truly yours,

W. H. LYNCH
District Engineer

By Caufield
L. S. Caufield
Highway Engineer

Copy sent the Bureau

RECEIVED
NOV 3 - 1938
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.__________

POST OFFICE BUILDING
PORTLAND, OREGON

November 2, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

The Acting Chief of Bureau on October 31, 1938, approved the project statement for Oregon Federal Aid Secondary Project No. FAS 37, involving the construction of an underpass at the Main Street crossing of the Southern Pacific Railroad in Klamath Falls, in Klamath County.

Very truly yours,

W. H. LYNCH
District Engineer

By LCaufield
L. J. Caufield
Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 31, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon FAGM 37-A (1) (Off F.A.System), the Main Street undercrossing in Klamath Falls, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Please correct the estimated cost of the adjustment of power lines to agree with the estimate when the project agreement estimate is submitted, and also show the proportion of the total cost charged to each railroad.

Concurrence in award will be withheld pending approval of the project statement.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

October 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to the estimate for work to be performed by the railroad company in connection with construction of the Main Street Undercrossing (Klamath Falls) Project No. FAGM 37-A (1) (Off FA System).

It is noted that the correct total cost of this work, exclusive of engineering expense, is $12,900, instead of $13,500 as shown on the preliminary estimate.

Please be advised that the corrected amount will be used in the estimate to be used as basis for the project agreement.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 28 1938
OREGON
STATE HIGHWAY COMMISSION

October 27, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Oregon FAS 37, the Main Street Undercrossing in Klamath Falls. In accordance with telephone conversation today between Mr. Probert and Mr. Davis, we have revised sheet 1 of the project statement for this project, and a copy of the revised sheet is attached hereto.

The sketch map has been changed to show the limits of the project statement the same as are to be used for the construction project itself.

It is suggested that your records be corrected to conform to the above.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

Encl.

Form PR. 1
BUREAU OF PUBLIC ROADS
U. S. DEPARTMENT OF AGRICULTURE

STATE Oregon

PROJECT NO. FAS 57
(Not to be filled in)

PROJECT STATEMENT

AS REQUIRED BY

FEDERAL AID ROAD ACT

Approved July 11, 1916, and acts amendatory thereof and supplementary thereto

(Date) September 20, 1938

The Secretary of Agriculture,
Washington, D. C.

SIR: The State of Oregon, pursuant to the provisions of the Act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," as amended and supplemented, and to the Rules and Regulations of the Secretary of Agriculture made and published thereunder, does hereby submit by its State Highway Commission, constituting the State Highway Department of said State, this project statement for the road herein described, which it is proposed to construct under the provisions of said Acts and said Rules and Regulations, and for which Federal aid is requested out of the apportionments made to said State by the Secretary of Agriculture under the provisions of the said Acts.

1. Local name of road Main Street Section

2. Between ~~control points of official description:~~ a point on Main Street near Spring Street and a point on East Main Street near Eldorado and Street in Klamath Falls

3. Between intermediate control points if used:

County of Klamath

4. Length in miles (gross) 0.128 (net) 0.128

5. Preliminary estimate of cost: Total, $120,000; section of road to be first improved, $110,000, of which $10,000 is the estimated cost of "bridges" of more than 20 feet clear span.

6. Amount of funds which {are / will be} available for construction of section of road to be first improved: (a) State:
(Amount.)
(Source; refer to statute.)

(b) County
(Amount.) (Source; refer to statute.)

8—5072

October 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of detail estimates covering work to be performed by the railroad company and power company forces on the Main Street Undercrossing, Project No. FAGM 37-A (1) (Off FA System).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

J. W. Nash
Asst. Office Engineer

JWN:ER

Encl.

October 26, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Main Street Undercrossing, Project No. FAGM 37-A(1) (Off F. A. System).

Other documents being sent under separate cover are the following:

5 sets of blueprint plans
5 bid proposals
3 copies of agreement with California-Oregon Power Co., covering moving of water mains and services and power lines
3 copies of agreement with Southern Pacific Co. and Central Pacific Railway Co., covering adjustment of railroad facilities

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department

Federal Aid Grade Crossing
Project No. FAGM 37-A (1)
(Off F. A. System)

MAIN STREET UNDERCROSSING SECTION OF

MAIN STREET (KLAMATH FALLS) IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 26, 1938

Roadwork

All Required		Clearing and Grubbing		$ 200.00
800	cu. yds.	Trench Excavation	$ 0.75	600.00
23,000	cu. yds.	Excavation, Single Classif.	0.50	11,500.00
6,300	sq. yds.	Removal of Old Pavement	0.25	1,575.00
550	sq. yds.	Removal of Sidewalks	0.25	137.50
1,250	lin. ft.	Removal of Curbs	0.10	125.00
3	only	Removal of Catch Basins	5.00	15.00
All Required		Adjustment of Catch Basin and Other Openings		75.00
2,300	lin. ft.	9" Perforated Corr. Iron Pipe	0.90	2,070.00
50	lin. ft.	12" Corr. Iron Pipe	1.10	55.00
60	lin. ft.	18" Corr. Iron Pipe	2.00	120.00
120	cu. yds.	Rock or Gravel Backfill in Drains	2.50	300.00
450	cu. yds.	3/4" - ½" Rock in Base	2.50	1,125.00
1,700	cu. yds.	2" - 3/4" Rock in Base and Surfacing	2.25	3,825.00
50	cu. yds.	3/4" - 0" Rock in Surfacing	2.25	112.50
6,000	sq. yds.	Portland Cement Concrete Pavement	2.00	12,000.00
900	lin. ft.	3/4" Expansion Joints	0.18	162.00
1,400	lin. ft.	½" Expansion Joints	0.15	210.00
3,000	lin. ft.	Contraction Joints	0.05	150.00
3,500	only	Dowels	0.15	525.00
3,500	lbs.	Tie Bars and Reinforcement	0.06	210.00
580	cu. yds.	Class D" Concrete	23.00	13,340.00
20	only	New Catch Basins	20.00	400.00
57,500	lbs.	Metal Reinforcement	0.05	2,875.00
766	lin. ft.	Metal Handrail	6.50	4,979.00
500	lin. ft.	10" Cast Iron Pipe	2.75	1,375.00
12	lin. ft.	12" Wrought Iron Pipe	6.00	72.00
All Required		Pumping Equipment		2,000.00
All Required		Traffic Signal System		3,500.00
All Required		Electric Wiring and Lighting		2,500.00

All Required		Adjustment of Water Mains and Services (California-Oregon Power Co. Forces)		$ 1,900.00
All Required		Adjustment of Power Lines (California-Oregon Power Co. Forces)		352.40
			Subtotal	$ 68,385
			10% Engr. & Cont.	6,838
			Total	$ 75,223

Undercrossing Structures

200	cu. yds.	2" - 3/4" Rock in Base and Surfacing	$ 2.25	$ 450.00
670	cu. yds.	Class "D" Concrete	23.00	15,410.00
52,500	lbs.	Metal Reinforcement	0.05	2,625.00
240,000	lbs.	Structural Steel	0.0675	16,200.00
1,700	sq. ft.	Membrane Waterproofing	0.25	425.00
430	sq. ft.	Asphalt Plank	0.30	129.00
1,200	sq. ft.	Asphalt Protection Course	0.10	120.00
144	lin. ft.	Metal Handrail	6.50	936.00
All Required		Adjustment of Railroad Tracks and Maintenance of Service (R. R. Co. Forces)		13,500.00
			Subtotal	$ 49,795
			10% Engr. & Cont.	4,979
			Total	$ 54,774

Length of Roadway	0.128 mile
Length of Structure	.000
Cost per mile, Roadway	$ 587,679

FAGM Funds Requested:

Roadway	$ 75,223
Structure	54,774
	$ 129,997

C
O
P
Y

Preliminary Estimate of Cost
of various Items of Work/to be Performed by Railroad in Connection with Main Street Subway Project - Klamath Falls

Item	Description	Labor	Material	Total		
Falsework - 2 tracks						
Excavation		450				
Piles	4200 LF @ .09		378			
Lumber	30000 FBM @ 18 M		540			
Stringers	22500 FBM @ 24 M		540			
Hardware			85			
Work Train		375				
Unload and handle material		500				
Drive Piles		1200				
Frame and Place Lumber @ 25 M		1313				
Freight			392			
Repairs to equipment			200			
Move gang and equipment		200				
Material yard labor		100				
Comp. and Public Liability Ins.			586			
Railroad Pensions			207			
Contingencies		414	293			
Total		4552	3221	7773		
Cost to remove falseworks				800		
Total				8573		
Estimated Salvage				400		
Net Estimated Cost					8173	
Trackwork						
Line over track		300	100			
Remove street crossing and signal		75				
Change lead, rearrange track		500	200			
Restore lead to former position		300	100			
Build turnout for temporary connection 1st location		160	840			
Change turnout to 2nd location		250	50			
Take up and replace 300 feet of track over structure		300	25			
Signal work		100	25			
Maintain traffic		300	20			
Handle material		300				
Material yard labor		200				
Freight			100			
Comp. and Public Liability Ins.			278			
Railroad Pensions			139			
Contingencies		279	188			
Total		3064	2065	5129		
Estimated Salvage				400		
Estimated Net Cost					4729	
Engineering					600	} 3200.-
Inspector					2600	
Inspector's shanty					300	
Estimated Net Total Cost					$ 16,402	

~~April 2, 1938.~~

[illegible]) (Excl of Engr)

$13,200.

Dont copy 1st Page

OCT 11 1938

MAIN STREET UNDERPASS

For cost of labor and materials furnished in connection with the relocation of the power line made necessary by the grade separation project at Main Street between Spring Street and East Main Street, Klamath Falls, Oregon.

Project No.

Contract Dated

The records supporting the charges in this bill are located in the home offices of The California Oregon Power Company in Medford, Oregon.

Electric

Adjustment of Power Line Facilities at Main St. Undercrossing (Klamath Fa)
by California & Oregon Power Company
(Work to be performed by C.O.P Company Forces
Engineering (

OCT 14 1938

Preparation of Plans					
Assistant estimator	20 Hrs.	0.95	19.00	19.00	
Social Security Tax	4%			0.76	
State Industrial Acc. & Liability Ins.	8%			1.52	21.28
Survey for New Line					
Labor					
Transitman	8 Hrs.	0.95	7.60		
Rodman	8 Hrs.	0.91	7.28		
Chainman	8 Hrs.	0.78	6.24	21.12	
Social Security Tax	4%			0.84	
State Industrial Acc. & Liability Ins.	8%			1.69	
Transportation	8 Hrs.	0.23		1.84	
Material					
Survey Stakes	50	0.0118		0.59	26.08
Construction					
Digging Pole Holes					
Labor					
Foreman	6 Hrs.	1.06	6.36		
Truck Driver	6 Hrs.	0.84	5.04		
Laborers	18 Hrs.	0.66	11.88	23.28	
Social Security Tax	4%			0.93	
State Industrial Acc. & Liability Ins.	8%			1.86	
Transportation	6 Hrs.	0.42		2.52	28.59
Hauling & Spotting Material & Poles (New)					
Labor					
Truck Driver	5 Hrs.	0.84	4.20		
Helper	5 Hrs.	0.66	3.30	7.50	
Social Security Tax	4%			0.30	
State Industrial Acc. & Liability Ins.	8%			0.60	
Transportation	5 Hrs.	0.63		3.15	
Transportation	5 Hrs.	0.20		1.00	12.55
Setting & Framing New Poles					
Labor					
Foreman	8 Hrs.	1.12	8.96		
Truck Driver	8 Hrs.	0.84	6.72		
Linemen	24 Hrs.	0.95	22.80		
Linemen Apprentice	8 Hrs.	0.84	6.72		
Groundmen	24 Hrs.	0.66	15.84	61.04	
Social Security Tax	4%			2.44	
State Industrial Acc. & Liability Ins.	8%			4.88	
Transportation	8 Hrs.	0.42		3.36	
Material					
Poles 70' Butt Treated Cedar	2	29.33	58.66		
Poles 65' Butt Treated Cedar	1	24.66	24.66		
Poles 60' Butt Treated Cedar	1	20.73	20.73		
Poles 35' Butt Treated Cedar	1	11.18	11.18		
Wire 5/16" A. T. & T.	30#	.08	2.40	117.63	189.35

String Wire & Install Insulators

Labor

Foreman	6 Hrs.	1.12	6.72		
Truck Driver	6 Hrs.	0.84	5.04		
Linemen	18 Hrs.	0.95	17.10		
Linemen Apprentice	6 Hrs.	0.84	5.04		
Groundman	18 Hrs.	0.66	11.88	45.78	
Social Security Tax	4%			1.83	
State Industrial Acc. & Liability Ins.	8%			3.66	
Transportation	6 Hrs.	0.42		2.52	

Material

Wire - bare copper 3-strand #2	20#	0.18	3.60		
Wire - bare copper solid S.D. #4	20#	.17	3.40		
Wire - weatherproof solid #4	30#	.22	6.60	13.60	67.39

Remove Wire & Insulators from Old Poles

Labor

Foreman	6 Hrs.	1.12	6.72		
Truck Driver	6 Hrs.	0.84	5.04		
Linemen	18 Hrs.	0.95	17.10		
Linemen Apprentice	6 Hrs.	0.84	5.04		
Groundmen	18 Hrs.	0.66	11.88	45.78	
Social Security Tax	4%			1.83	
State Industrial Acc. & Liability Ins.	8%			3.66	
Transportation	6 Hrs.			2.52	

Material Salvaged

Wire - weatherproof copper #2	132#	0.16	21.12		
Wire - weatherproof copper #4	61#	0.19	11.59		
Wire - scrap copper	20#	0.05	1.00	33.71	20.08

Removing Old Poles

Labor

Foreman	8 Hrs.	1.12	8.96		
Truck Driver	8 Hrs.	0.84	6.72		
Linemen	24 Hrs.	0.95	22.80		
Linemen Apprentice	8 Hrs.	0.84	6.72		
Groundmen	24 Hrs.	0.66	15.84	61.04	
Social Security Tax	4%			2.44	
State Industrial Acc. & Liability Ins.	8%			4.88	
Transportation	8 Hrs.	0.42		3.36	

Material Salvaged

Poles - 55' butt treated cedar	4	19.38	77.51		
Poles - 50' butt treated cedar	1	15.57	15.57		
Poles - 30' native cedar	1	1.50	1.50	94.58	22.86

Hauling Poles & Material to Warehouse

Labor

Truck Driver	4 Hrs.	0.84	3.36		
Helper	4 Hrs.	0.66	2.64	6.00	
Social Security Tax	4%			.24	
State Industrial Acc. & Liability Ins.	8%			.48	
Transportation	4 Hrs.	0.63		2.52	
Transportation	3½ Hrs.	0.20		0.70	9.94

TOTAL $352.40

(Used)(Excl Engr) $ 300.00

Don't copy 1st page

T 14 1938

UTILITY BILL

For cost of labor and materials furnished in connection with the relocation of the water mains and services, made necessary by the grade separations project on Main Street between Spring Street and East Main Street, Klamath Falls, Oregon.

Project No.________ Contract Dated___________

The records supporting the charges in this bill are located in the home offices of The California Oregon Power Company, in Medford, Oregon.

Water

Adjustment [illegible] Water Mains and Services at
M[illegible] St. Undercrossing (Work is [illegible])
by California [illegible] Power Company

OCT 14 19[illegible]

(Work to be performed by C.O.P. Co. Forces)

Engineering

Preparation of Plans					
Labor					
Clerk	40 Hrs.	.91	36.40		
Clerk	32 Hrs.	.84	26.88	63.28	
Social Security Tax	4%			2.53	
State Industrial Acc. & Liability Ins.	8%			5.06	
Transportation	19 Hrs.	.23		4.37	75.24
Survey for New Location of Main					
Labor					
Transitman (Clerk)	12 Hrs.	.91	10.92		
Rodman (Clerk)	12 Hrs.	.84	10.08		
Chainman (Clerk)	12 Hrs.	.84	10.08	31.08	
Social Security Tax	4%			1.24	
State Industrial Acc. & Liability Ins.	8%			2.49	
Transportation	12 Hrs.	.23		2.76	
Material					
Survey Stakes	50 Ea.	.0118	.59	.59	38.16

Construction

Install Temporary Services					
Labor					
Foreman	8 Hrs.	1.06	8.48		
Serviceman	16 Hrs.	.95	15.20		
Pipe Fitter	32 Hrs.	.84	26.88		
Pipe Fitter, Apprentice	32 Hrs.	.63	20.16		
Truck Driver	16 Hrs.	.73	11.68		
Laborer	22 Hrs.	.55	12.10	94.50	
Social Security Tax	4%			3.78	
State Industrial Acc. & Liability Ins.	8%			7.56	
Transportation	8 Hrs.	.23	1.84		
Transportation	16 Hrs.	.40	6.40	8.24	
Material					
Pipe 4" Std.	280 Ft.	.78	218.40		
Valve 4" Gate Hub End.	1 Ea.	18.32	18.32		
Elbow 4" Std.	2 Ea.	3.08	6.16		
Tee 4" C.I. B&S Bell Br.	1 Ea.	11.02	11.02		
Sleeve 4" x 15" C.I.	1 Ea.	3.77	3.77		
Oakum, Rope	4 #	.12	.48		
Lead, Pig	95 #	.10	9.50	267.65	
Material Credit from Temporary Service					
Pipe 4" Std. Wasted in Cutting	10 Ft.	.78	-0-		
Pipe 4" Std.	270 Ft.	.78	210.60		
Valve 4" Gate	1 Ea.	18.32	18.32		
Elbows 4" Std.	2 Ea.	3.08	6.16		
Tee 4" Not Removed	1 Ea.	11.02	-0-		
Sleeve 4" x 15" C.I. Not Removed	1 Ea.	3.77	-0-		
Lead, Pig, Lost in Removal	95 #	.10	-0-		
Oakum, Rope, Lost in Removal	4 #	.12	-0-	235.08	146.65

Remove Present Water Main					
Labor					
Foreman	16 Hrs.	1.06	16.96		
Serviceman	32 Hrs.	.95	30.40		
Pipe Fitter-	64 Hrs.	.84	53.76		
Pipe Fitter, Apprentice	64 Hrs.	.63	40.32		
Truck Driver	32 Hrs.	.73	23.36		
Laborer	128 Hrs.	.55	70.40	235.20	
Social Security Tax	4%			9.41	
State Industrial Acc. & Liability Ins.	8%			18.82	
Transportation	16 Hrs.	.23	3.68		
Transportation	32 Hrs.	.40	12.80	16.48	279.91

Install Water Main, New Location					
Labor					
Foreman	68 Hrs.	1.06	72.08		
Serviceman	136 Hrs.	.95	129.20		
Pipe Fitter	272 Hrs.	.84	228.48		
Pipe Fitter, Apprentice	272 Hrs.	.63	171.36		
Truck Driver	136 Hrs.	.73	99.28		
Laborer	568 Hrs.	.55	312.40	1012.80	
Social Security Tax	4%			40.51	
State Industrial Acc. & Liability Ins.	8%			81.02	
Transportation	68 Hrs.	.23	15.64		
Transportation	136 Hrs.	.40	54.40	70.04	
Material					
Pipe 6" C.I. B&S	20 Ft.	.93	18.60		
Lead, Pig	500 #	.10	50.00		
Oakum, Rope	14 #	.12	1.68		
Pipe 4" C.I. B&S	20 Ft.	.62	12.40		
Sleeve C.I. 4" x 15"	1 Ea.	3.77	3.77		
Plug 4" C.I.	1 Ea.	.69	.69	87.14	1291.51

Remove Temporary Service					
Labor					
Foreman	4 Hrs.	1.06	4.24		
Serviceman	6 Hrs.	.95	5.70		
Pipe Fitter	10 Hrs.	.84	8.40		
Pipe Fitter, Apprentice	10 Hrs.	.63	6.30		
Truck Driver	6 Hrs.	.73	4.38		
Laborer	6 Hrs.	.55	3.30	32.32	
Social Security Tax	4%			1.29	
State Industrial Acc. & Liability Ins.	8%			2.58	
Transportation	2 Hrs.	.23	.46		
Transportation	6 Hrs.	.40	2.40	2.86	39.05

Connect Services to Main in New Location					
Labor					
Foreman	4 Hrs.	1.06	4.24		
Serviceman	8 Hrs.	.95	7.60		
Pipe Fitter	16 Hrs.	.84	13.44		
Pipe Fitter, Apprentice	16 Hrs.	.63	10.08		
Truck Driver	8 Hrs.	.73	5.84		
Laborer	16 Hrs.	.55	8.80	50.00	

OCT 11 1938

Connect Services to Main in New Location (Cont.)

Social Security Tax	4%			2.00	
State Industrial Acc. & Liability Ins.	8%			4.00	
Transportation	4 Hrs.	.23	.92		
Transportation	8 Hrs.	.40	3.20	4.12	
Material					
Pipe 6" C.I. B&S	20 Ft.	.93	18.60		
Bends 6" C.I. B&S 45°	2 Ea.	6.89	13.78		
Valve 6" Gate Hub End	1 Ea.	31.38	31.38		
Lead, Pig	100 #	.10	10.00		
Oakum, Rope	5 #	.12	.60	74.36	134.48
					2005.00

$ 1900.00

(Rev)(Excl. Engr.)

SUMMARY

Prepare Plans	$ 75.24
Survey	38.16
Install Temporary Services	146.65
Remove Present Water Mains	279.91
Install Water Main, New Location	1,291.51
Remove Temporary Service	39.05
Connect Services to Main, New Location	134.48
TOTAL	$2,005.00

Rut Type

PRELIMINARY ESTIMATE OF COST OF VARIOUS ITEMS OF WORK

TO BE PERFORMED BY RAILROAD IN CONNECTION WITH

MAIN STREET SUBWAY PROJECT - KLAMATH FALLS

Item	Description	Labor	Material	Total	
Falsework - 2 tracks					
Excavation		450			
Piles	4200 LF at .09		378		
Lumber	30000 FBM at 18 M		540		
Stringers	22500 FBM at 24 M		540		
Hardware			85		
Work Train		375			
Unload and handle material		500			
Drive Piles		1200			
Frame and Place Lumber at 25 M		1313			
Freight			392		
Repairs to equipment			200		
Move gang and equipment		200			
Material yard labor		100			
Comp. and Public Liability Ins.			586		
Railroad Pensions			207		
Contingencies		414	293		
Total		4552	3221	7773	
Cost to remove falseworks				800	
Total				8573	
Estimated Salvage				400	
Net Estimated Cost					8173
Trackwork					
Line over track		300	100		
Remove street crossing and signal		75			
Change lead, rearrange track		500	200		
Restore lead to former position		300	100		
Build turnout for temporary connection 1st location		160	840		
Change turnout to 2nd location		250	50		
Take up and replace 300 feet of track over structure		300	25		
Signal work		100	25		

Item	Description	Labor	Material	Total	
	Maintain traffic	300	20		
	Handle material	300			
	Material yard labor	200			
	Freight		100		
	Comp. and Public Liability Ins.		270		
	Railroad Pensions		139		
	Contingencies	279	188		
	Total	3064	2065	5129	
	Estimated Salvage			400	
	Estimated Net Cost				4729
	Engineering				600
	Inspector				2600
	Inspector's shanty				300
	Estimated Net Total Cost				$ 16,402
	(Use) (Excl. of Engr.)		$ 13,500		

ADJUSTMENT OF POWER LINE FACILITIES

AT MAIN ST. UNDERCROSSING (KLAMATH FALLS)

(Work to be performed by California-Oregon Power Company Forces)

ENGINEERING

Preparation of Plans					
Assistant estimator	20 Hrs.	0.95	19.00	19.00	
Social Security Tax	4%			0.76	
State Industrial Acc. & Liability Ins.	8%			1.52	21.28
Survey for New Line					
Labor					
Transitman	8 Hrs.	0.95	7.60		
Rodman	8 Hrs.	0.91	7.28		
Chainman	8 Hrs.	0.78	6.24	21.12	
Social Security Tax	4%			0.84	
State Industrial Acc. & Liability Ins.	8%			1.69	
Transportation	8 Hrs.	0.23		1.84	
Material					
Survey Stakes	50	0.0118		0.59	26.08

CONSTRUCTION

Digging Pole Holes					
Labor					
Foremen	6 Hrs.	1.06	6.36		
Truck Driver	6 Hrs.	0.84	5.04		
Laborers	18 Hrs.	0.66	11.88	23.28	
Social Security Tax	4%			0.93	
State Industrial Acc. & Liability Ins.	8%			1.86	
Transportation	6 Hrs.	0.42		2.52	28.59
Hauling & Spotting Material & Poles (New)					
Labor					
Truck Driver	5 Hrs.	0.84	4.20		
Helper	5 Hrs.	0.66	3.30	7.50	
Social Security Tax	4%			0.30	
State Industrial Acc. & Liability Ins.	8%			0.60	
Transportation	5 Hrs.	0.63		3.15	
Transportation	5 Hrs.	0.20		1.00	12.55

Setting & Framing New Poles

Labor					
Foreman	8 Hrs.	1.12	8.96		
Truck Driver	8 Hrs.	0.84	6.72		
Linemen	24 Hrs.	0.95	22.80		
Linemen Apprentice	8 Hrs.	0.84	6.72		
Groundmen	24 Hrs.	0.66	15.84	61.04	
Social Security Tax	4%			2.44	
State Industrial Acc. & Liability Ins.	8%			4.88	
Transportation	8 Hrs.	0.42		3.36	
Material					
Poles 70' Butt Treated Cedar	2	29.33	58.66		
Poles 65' Butt Treated Cedar	1	24.66	24.66		
Poles 60' Butt Treated Cedar	1	20.73	20.73		
Poles 35' Butt Treated Cedar	1	11.18	11.18		
Wire 5/16" A. T. & T.	30#	.08	2.40	117.63	189.35

String Wire & Install Insulators

Labor					
Foreman	6 Hrs.	1.12	6.72		
Truck Driver	6 Hrs.	0.84	5.04		
Linemen	18 Hrs.	0.95	17.10		
Linemen Apprentice	6 Hrs.	0.84	5.04		
Groundmen	18 Hrs.	0.66	11.88	45.78	
Social Security Tax	4%			1.83	
State Industrial Acc. & Liability Ins.	8%			3.66	
Transportation	6 Hrs.	0.42		2.52	
Material					
Wire - bare copper 3-strand #2	20#	0.18	3.60		
Wire - bare copper solid S.D. #4	20#	0.17	3.40		
Wire - weatherproof solid #4	30#	0.22	6.60	13.60	67.39

Remove Wire & Insulators from Old Poles

Labor				
Foreman	6 Hrs.	1.12	6.72	
Truck Driver	6 Hrs.	0.84	5.04	
Linemen	18 Hrs.	0.95	17.10	
Linemen Apprentice	6 Hrs	0.84	5.04	
Groundmen	18 Hrs.	0.66	11.88	45.78
Social Security Tax	4%			1.83
State Industrial Acc. & Liability Ins.	8%			3.66
Transportation	6 Hrs.			2.52

Material Salvaged

Wire - weatherproof copper #2	132#	0.16	-21.12		
Wire - weatherproof copper #4	61#	0.19	-11.59		
Wire - scrap copper	20#	0.05	- 1.00	-33.71	20.08

Removing Old Poles

Labor

Foreman	8 Hrs.	1.12	8.96		
Truck Driver	8 Hrs.	0.84	6.72		
Linemen	24 Hrs.	0.95	22.80		
Linemen Apprentice	8 Hrs.	0.84	6.72		
Groundmen	24 Hrs.	0.66	15.84	61.04	
Social Security Tax	4%			2.44	
State Industrial Acc. & Liability Ins.	8%			4.88	
Transportation	8 Hrs.	0.42		3.36	

Material Salvaged

Poles - 55' butt treated cedar	4	19.38	-77.51		
Poles - 50' butt treated cedar	1	15.57	-15.57		
Poles - 30' native cedar	1	1.50	- 1.50	-94.58	-22.86

Hauling Poles & Material to Warehouse

Labor

Truck Driver	4 Hrs.	0.84	3.36		
Helper	4 Hrs.	0.66	2.64	6.00	
Social Security Tax	4%			.24	
State Industrial Acc. & Liability Ins.	8%			.48	
Transportation	4 Hrs.	0.63		2.52	
Transportation	3½ Hrs.	0.20		0.70	9.94

TOTAL $352.40

(Use) (Excl. Engr.) $300.00

ADJUSTMENT OF WATER MAINS AND SERVICES

AT MAIN ST. UNDERCROSSING (KLAMATH FALLS)

(Work to be performed by California-Oregon Power Company Forces)

ENGINEERING

Preparation of Plans

Labor					
Clerk	40 Hrs.	.91	36.40		
Clerk	32 Hrs.	.84	26.88	63.28	
Social Security Tax	4%			2.53	
State Industrial Acc. & Liability Ins.	8%			5.06	
Transportation	19 Hrs.	.23		4.37	75.24

Survey for New Location of Main

Labor					
Transitman (Clerk)	12 Hrs.	.91	10.92		
Rodman (Clerk)	12 Hrs.	.84	10.08		
Chainman (Clerk)	12 Hrs.	.84	10.08	31.08	
Social Security Tax	4%			1.24	
State Industrial Acc. & Liability Ins.	8%			2.49	
Transportation	12 Hrs.	.23		2.76	
Material					
Survey Stakes	50 Ea.	.0118	.59	.59	38.16

CONSTRUCTION

Install Temporary Services

Labor				
Foreman	8 Hrs.	1.06	8.48	
Serviceman	16 Hrs.	.95	15.20	
Pipe Fitter	32 Hrs.	.84	26.88	
Pipe Fitter, Apprentice	32 Hrs.	.63	20.16	
Truck Driver	16 Hrs.	.73	11.68	
Laborer	22 Hrs.	.55	12.10	94.50
Social Security Tax	4%			3.78
State Industrial Acc. & Liability Ins.	8%			7.56
Transportation	8 Hrs.	.23	1.84	
Transportation	16 Hrs.	.40	6.40	8.24

Material

Pipe 4" Std.	280	Ft.	.78	218.40		
Valve 4" Gate Hub End.	1	Ea.	18.32	18.32		
Elbow 4" Std.	2	Ea.	3.08	6.16		
Tee 4" C.I. [illegible] Bell Br.	1	Ea.	11.02	11.02		
Sleeve 4" x 15" C.I.	1	Ea.	3.77	3.77		
Oakum, Rope	4	#	.12	.48		
Lead, Pig	95	#	.10	9.50	267.65	

Material Credit from Temporary Service

Pipe 4" Std. Wasted in Cutting	10	Ft.	.78	- -0-		
Pipe 4" Std.	270	Ft.	.78	-210.60		
Valve 4" Gate	1	Ea.	18.32	- 18.32		
Elbows 4" Std.	2	Ea.	3.08	- 6.16		
Tee 4" Not Removed	1	Ea.	11.02	- -0-		
Sleeve 4" x 15" C.I. Not Removed	1	Ea.	3.77	- -0-		
Lead, Pig. Lost in Removal	95	#	.10	- -0-		
Oakum, Rope, Lost in Removal	4	#	.12	- -0-	-235.08	146.65

Remove Present Water Main

Labor

Foreman	16	Hrs.	1.06	16.96		
Serviceman	32	Hrs.	.95	30.40		
Pipe Fitter	64	Hrs.	.84	53.76		
Pipe Fitter, Apprentice	64	Hrs.	.63	40.32		
Truck Driver	32	Hrs.	.73	23.36		
Laborer	128	Hrs.	.55	70.40	235.20	
Social Security Tax	4%				9.41	
State Industrial Acc. & Liability Ins.	8%				18.82	
Transportation	16	Hrs.	.23	3.68		
Transportation	32	Hrs.	.40	12.80	16.48	279.91

Install Water Main, New Location

Labor

Foreman	68	Hrs.	1.06	72.08	
Serviceman	136	Hrs.	.95	129.20	
Pipe Fitter	272	Hrs.	.84	228.48	
Pipe Fitter, Apprentice	272	Hrs.	.63	171.36	
Truck Driver	136	Hrs.	.73	99.28	
Laborer	568	Hrs.	.55	312.40	1012.80
Social Security Tax	4%				40.51
State Industrial Acc. & Liability Ins.	8%				81.02
Transportation	68	Hrs.	.23	15.64	
Transportation	136	Hrs.	.40	54.40	70.04

Material

Pipe 6" C. I. B& S	20 Ft.	.93	18.60		
Lead, Pig	500 #	.10	50.00		
Oakum, Rope	14 #	.12	1.68		
Pipe 4" C.I. B&S	20 Ft.	.62	12.40		
Sleeve C.I. 4" x 15"	1 Ea.	3.77	3.77		
Plug 4" C.I.	1 Ea.	.69	.69	87.14	1291.51

Remove Temporary Service

Labor

Foreman	4 Hrs.	1.06	4.24		
Serviceman	6 Hrs.	.95	5.70		
Pipe Fitter	10 Hrs.	.84	8.40		
Pipe Fitter, Apprentice	10 Hrs.	.63	6.30		
Truck Driver	6 Hrs.	.73	4.38		
Laborer	6 Hrs.	.55	3.30	32.32	
Social Security Tax	4%			1.29	
State Industrial Acc. & Liability Ins.	8%			2.58	
Transportation	2 Hrs.	.23	.46		
Transportation	6 Hrs.	.40	2.40	2.86	39.05

Connect Services to Main in New Location

Labor

Foreman	4 Hrs.	1.06	4.24		
Serviceman	8 Hrs.	.95	7.60		
Pipe Fitter	16 Hrs.	.84	13.44		
Pipe Fitter, Apprentice	16 Hrs.	.63	10.08		
Truck Driver	8 Hrs.	.73	5.84		
Laborer	16 Hrs.	.55	8.80	50.00	
Social Security Tax	4%			2.00	
State Industrial Acc. & Liability Ins.	8%			4.00	
Transportation	4 Hrs.	.23	.92		
Transportation	8 Hrs.	.40	3.20	4.12	

Material

Pipe 6" C.I. B&S	20 Ft.	.93	18.60		
Bends 6" C.I. B&S 45°	2 Ea.	6.89	13.78		
Valve 6" Gate Hub End	1 Ea.	31.38	31.38		
Lead, Pig	100 #	.10	10.00		
Oakum, Rope	5 #	.12	.60	74.36	134.48
		Total			2005.00

(Use) (Excl. Engr.) $1,900.00

FORM B-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

709721

October 17, 1938

Bureau of Public Roads
Box 3900
Portland, Oregon

Attention: J. M. Davis

Gentlemen:

Re: Main Street Undercrossing
in Klamath Falls
Project No. FAGM 37

Herewith report on existing crossings of the Southern Pacific railroad in the City of Klamath Falls:

On the attached map are shown eight existing crossings of the Southern Pacific railroad and two potential crossings. These are numbered 1 to 10 inclusive starting from the south.

1. Sixth Street Overcrossing. This is on the present route of The Dalles-California Highway south to Alturas, California and east to Lakeview, Oregon. The structure consists of two 140 foot skewed steel trusses with a 20 foot roadway and one 5 foot sidewalk. The approaches are concrete viaducts ascending on 7 percent grades. Vertical curves between the trusses and approaches are only 30 feet long and sight distance is limited. Traffic operates at slow speeds and passing on the structure is prohibited. Average daily traffic across the structure is 5221 passenger cars and 1288 commercial vehicles.

2. Main Street. This is the site of the proposed project (FAGM 37). The business district of Klamath Falls is on Main Street and Klamath Avenue, centering about the intersection of Main Street and Sixth Street. Industrial plants, warehouses, etc., are located along the railroad tracks on both sides of the proposed undercrossing. A large volume of heavy hauling now uses the existing grade crossing. A considerable volume of traffic originating in the industrial plants along Sixth Street south and east of the railroad uses the Main Street crossing rather than the congested

Sixth Street overcrossing. The railroad yards between Sixth Street and Main Street make it improbable that any crossing can be opened between these two streets. The route via Main Street and East Main Street makes a direct and practical by-pass or alternate route for traffic going south or east. The average daily traffic across the existing grade crossing is 6792 passenger cars and 961 commercial vehicles.

3. Esplanade Avenue. This street serves a residential section. Traffic crosses under the railroad tracks. The railroad bridge has two spans with a steel column pier in the center of the street. The vertical clearance is 9 feet 8 inches. It is reported that a Public Works Administration project is proposed for improving this crossing. Traffic is almost entirely local and destined for the residential district. The average daily traffic through the undercrossing is 4707 passenger cars and 378 commercial vehicles.

4. Alameda Avenue. This street follows the east bank of the government drainage canal and crosses the railroad at a 70 degree angle. The tracks are 4 feet above street level with short steep approaches. Light bituminous pavement between rails and over ends of ties has been placed by the railroad. There are no warning bells or signals. Traffic is light and entirely local. The average daily traffic is 46 passenger cars and 34 commercial vehicles.

5. Portland Street. This is a reasonably important local crossing serving a residential district. The crossing is at right angles and is approached by easy grades. The street is paved. The tracks are 6 to 8 feet above street grade and sight distance is impaired. The crossing is protected by an electric warning signal. The average daily traffic is 163 passenger cars and 49 commercial vehicles.

6. Mansanita Street. An unimportant local crossing with approach fills about 12 feet in width with light macadam surfacing and bituminous surfacing between rails. A very small volume of local traffic uses the crossing. There are no warning bells or signals. The average daily traffic is 9 passenger cars.

7. Fremont Street. An unimportant local crossing similar in all respects to Mansanita Street but carrying more traffic. The average daily traffic is 152 passenger cars and 5 commercial vehicles.

8. LeRoy Street. An embankment has been built on the east side but has not been completed on the west side. This crossing has never been used.

9. Crescent Street - Del Moro Street. There was, at one time, a 45 degree crossing on these streets. It has been barricaded and abandoned. The approach embankments have been removed.

10. State Highway Overcrossing. This is a 165 foot concrete viaduct with 30 foot roadway and two 5 foot sidewalks. It was built in 1931-32 as F.A.P. - 26D. The average daily traffic is 867 passenger cars and 223 commercial vehicles.

The Southern Pacific Company own all railroad trackage in Klamath Falls although the Great Northern Railway Company have trackage rights over the main line. Of all the above crossings, the Main Street crossing rates next to the Sixth Street crossing in importance. While this crossing is not on the highway system, the alternate or by-pass route is of great value to the system. For purely local traffic the Main Street crossing is probably more important than the Sixth Street crossing.

Very truly yours,

R. H. Baldock
State Highway Engineer

By GSPaxson

G. S. Paxson
Bridge Engineer

GSP CM
cc T. M. Davis (2)
John Beakey
S. H. Probert ✓

CONTRACT # [redacted] 2121

FA 184-A-2 Odell Lake-Walker Mtn. Sec., 1938
Willamette Hwy.

2121

RECEIVED
SEP 5 1940
FOR FILING

184-A-2

September 5, 1940

GENERAL CASUALTY COMPANY OF AMERICA
C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

On January 6, 1940, you were advised that it was the intention of the State Highway Commission to make final settlement with Fisher Bros. in connection with their contract No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County. You were advised that the total amount to be paid the contractor would be $148,526.98. Since that time an adjustment has been made on this contract and the total amount to be paid will now be $151,561.13. Of this amount $2,365.47 is for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

RECEIVED
JUL 17 1940
FOR FILING

184-A-2

July 17, 1940

Fisher Brothers
Route 3
Oregon City, Oregon

Gentlemen:

I am handing you, herewith, executed copy of the agreement between yourselves and the State Highway Commission, disposing of your claim for extra compensation in connection with your contract No. 2121, for the surfacing of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

HBG:RS
Enc.

RECEIVED
JUL 17 1940
FOR FILING

184-A-2

Salem, Oregon
July 17, 1940

Agreement with Fisher Brothers

Mr. H. G. Smith
Office

I am handing you herewith three copies of the agreement with Fisher Brothers, disposing of their claim for extra compensation in connection with their contract No. 2121, for the surfacing of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

I have retained one copy for the Commission's files, one is being sent to Fisher Brothers, and I am sending one to Mr. Probert.

These three copies are for disposal as you see fit.

Secretary

MC:RS
Enc. 3c.

cc S. H. Probert

RECEIVED
MAR 15 1940
FOR FILE

FA 184-A-2

March 14, 1940

Mr. A. W. Brookings
Manager, Oregon City Branch
The United States National Bank of Portland
Oregon City, Oregon

Dear Mr. Brookings:

Reply is made to your letter of March 11 in regard to Fisher Brothers' contract No. 2121 for surfacing and oiling the Willamette Highway between Odell Lake and Walker Mountain.

Investigation reveals that the final estimate for this project as prepared by this office is in the amount of $4,321.95. We are ready and willing to pay this amount to Fisher Brothers any time that they will accept the payment as final. However, it is my understanding that Fisher Brothers have disputed the final amount and have entered a claim for extra payment. I do not know when this matter will be disposed of so am not in a position to state just when the final payment will be released.

The State Highway Commission has not been advised of any assignment of funds in question.

Very truly yours,

HBG:MC;am

Secretary

P. [illegible]G.

Re final as figured by our Dept. is $4,521.95. Fisher Bros. will not accept this and have asked for an adjustment which will amount to approximately $5,000.00 more. Final is being held up pending a decision on their request. We are unable to state when they will get any of it, even the amount of the final as figured.

J. McFarland.

no assignment.

#2121

RECEIVED
MAR 12 1940
STATE HIGHWAY COMMISSION

SHED 1891
ES NATIONAL BANK
LAND, OREGON

OREGON CITY BRANCH
OREGON CITY, OREGON

March 11, 1940

State Highway Commission,
Salem, Oregon.

Gentlemen: Attention: Mr. Smith

We have today been asked to make an advance to Fisher Bros. on the final claim against the State Highway Commission, $4321.95, under contract 2121, surfacing and oiling of Willamette Highway-Odell Lake-Walker Mountain Section. Prefix number 18-1021-531, Estimate #6-final.

Will you please advise us if this account has been assigned in any way and the approximate date of payment? Your co-operation will be appreciated.

Very truly yours,

M W Brooking

Manager.

CFG GH

[illegible]

ANSWERED
H. B. GLAISYER

B.

#2121

RECEIVED
MAR 12 19
STATE HIGHWAY COMMISSION

HEAD OFFICE

ESTABLISHED 1891

THE UNITED STATES NATIONAL BANK
OF PORTLAND, OREGON

CABLE ADDRESS
"UNITBANK"

OREGON CITY BRANCH
OREGON CITY, OREGON

March 11, 1940

State Highway Commission,
Salem, Oregon.

Gentlemen: Attention: Mr. Smith

We have today been asked to make an advance to Fisher Bros. on the final claim against the State Highway Commission, $4321.95, under contract 2121, surfacing and oiling of Willamette Highway-Odell Lake-Walker Mountain Section. Prefix number 18-1021-531, Estimate #6-final.

Will you please advise us if this account has been assigned in any way and the approximate date of payment? Your co-operation will be appreciated.

Very truly yours,

M. F. Broening

Manager.

CFG GH

Jm
Please furnish th information [illegible]
[illegible]

ANSWERED
H. B. GLAISYER

#2121

RECEIVED
FEB 28 1940

184-A-2

February 28, 1940

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of February 26, enclosing three copies of a notice of claim by Schuman Auto Electric, in the amount of $33.42, against Fisher Bros., for labor performed and material furnished in connection with the carrying out of State Highway Contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

We have made note of this claim in our records of this job and will see that copies of the notice thereof are forwarded to the contractors and their surety, in accordance with our usual practice.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

February 28, 1939

GENERAL CASUALTY COMPANY OF AMERICA
C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have received notice through the office ov the Secretary of State that Schuman Auto Electric has a claim, in the sum of $33.42, against Fisher Bros. for labor performed and material furnished in connection with State Highway Contract No. 2121 - Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Inasmuch as you are surety for the contractors on this job, we hand you herewith a copy of said notice of claim, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
FEB 27 1940
STATE HIGHWAY COMMISSION

February 26, 1940

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B. Glaisyer

There are enclosed for your information and files, three copies of a notice of claim by [illegible] Auto Electric for $[illegible] against the bond [illegible] from [illegible] Brothers, principal, and General Casualty Co. of America, surety, for work on the [illegible] Section of the Willamette Highway, which was received and filed in this office today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

[illegible]
encl. 3

1

COPY

W. L. VAN DUREN
Public Accountant

Bend, Oregon

February 15, 1940

To: State Highway Department
Salem, Oregon

NOTICE IS HEREBY GIVEN That the undersigned, Schuman Auto Electric of Bend, Oregon, has a claim for labor performed and material furnished in the sum of Thirty-three Dollars and Forty-two Cents ($33.42) against the bond taken from General Casualty Company of America for the work of Odell Lake-Walker Mountain section of the Willamette Highway in Klamath County, Oregon. Said material and labor was performed in connection with the repair and materials used in connection with trucks operated by Ed Alfano and Fisher Brothers, contractors on said highway.

SCHUMAN AUTO ELECTRIC

By W. L. Van Duren
Bookkeeper.

Endorsed: File No. 2889
Filed Feb. 26, 1940
EARL SNELL
Secretary of State

RECEIVED
JAN 9 [illegible]

#2121 w

184-A-2

January 8, 1940

Schuman Auto Electric
316 Greenwood
Bend, Oregon

Gentlemen:

I wish to acknowledge receipt of your letter of January 5 advising us of your claim against Edward W. Albano, subcontractor under Fisher Brothers, which claim is in the amount of $33.42 and arose in connection with Fisher Brothers' contract with the State Highway Commission for the surfacing and oiling of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Fisher Brothers furnished the state, in connection with this job, a surety bond for the protection of claims. This bond was written by the General Casualty Company of America for whom C. M. Pratt is local agent with offices in the Board of Trade Building, Portland. I would suggest that you bring your claim to Mr. Pratt's attention.

If you secure no satisfaction by so doing I would suggest that you file notice of your claim with the Secretary of State in accordance with the provisions of Chapter 280, Laws of Oregon for 1931, a mimeographed copy of which is inclosed.

In accordance with our usual practice we are today bringing your claim to the attention of the contractor and the bonding company.

Very truly yours,

Secretary

HBG:MC
aa

January 8, 1940

Mr. G. M. Pratt, Local Agent
General Casualty Company of America
Board of Trade Building
Portland, Oregon

Dear Sir:

The State Highway Commission has received notice of a claim in the amount of $33.42 filed by Schuman Auto Electric, Bend, Oregon, against Edward W. Albano, subcontractor under Fisher Brothers, which claim arose in connection with Fisher Brothers' contract with the State Highway Commission for the surfacing and oiling of the Odell Lake-Walker Mountain Section of the Willamettee Highway, in Klamath County.

This information is given you inasmuch as you appear surety on the bond furnished by Fisher Brothers in connection with the above-mentioned contract.

Very truly yours,

HBG:MC
am

Secretary

cc - Fisher Brothers
Oregon City, Oregon

SCHUMAN AUTO ELECTRIC

Genuine Factory Parts and Accessories

GENERATORS
STARTERS
MAGNETOS

UNITED SERVICE MOTORS

Dependable Service
All Work Guaranteed

PHONE: 353-W
316 GREENWOOD
Bend, Oregon

Customer's Order No.________ Date________ 19____

M________

Address________

Sold by	Cash	C.O.D.	Charge	On Acct.	Mdse. Ret.	Pd. Out	

QUAN.	DESCRIPTION	PRICE	AMOUNT	
	Please insert the			
	name of their [illegible]			
	Co I do not have that			
	information			
	A E Schuman			

ALL claims and returned goods MUST be accompanied by this bill.

No. 03899 Rec'd by________

BUSINESS UARCO SYSTEMS, OAKLAND PAT'D. NO. 1,834,478

---

on Salem Ore.

ndersigned

d Oregon has a claim for labor
itemized statement in the sum
urty two cents against the
----- -----------------
----

ntractor for Fisher Brothers
of Odel Lake --Walker Mountain
ighway located in Klamath

chuman Auto Electric
y A. E. Schuman ----
Owner

ACKNOWLEDGED
H B GLAISYER

RECEIVED
JAN 8 - 19
STATE HIGHWAY COMMISSION

Jan-5-40

TO: The State Highway Commision Salem Ore.

Notice hereby is given that the undersigned Schuman Auto Electric of Bend Oregon has a claim for labor and material as per attached itemized statement in the sum -- $33,42 Thirty three dollars and fourty two cents against the Bond taken from -- ------ ----- ------------------
--------- ----- ---

For Edward W. Albano Sub contractor for Fisher Brothers For the work of construction of Odel Lake --Walker Mountain Section of Willamette State Highway located in Klamath Co. contract number 2121

Schuman Auto Electric
By A. E. Schuman
Owner

ACKNOWLEDGED
H B GLAISYER

RECEIVED
JAN 8 - 10
STATE HIGHWAY COMMISSION

7031 S. E. 41st Ave.
Portland, Ore.
Dec. 28, 1939.

Schuman Auto Electric,
Bend, Ore.

Dear Sir:

Am writing in regards to statement sent by you to Warren Northwest Inc. as far as they are concerned, they have nothing to do with those repair bills. Parts purchased by me were used on Fisher Bros. job at Crescent Lake, Ore.

Your statement should be sent to them at Oregon City, Ore., as I have not received a settlement from them.

Should you desire any other information, please write directly to me.

Respectfully yours,
E. W. Albano

RECEIVED
JAN 5 1940
FOR FILING

184-A-2

#2121

January 4, 1940

BEND GARAGE COMPANY
Bend, Oregon

Attention Mr. W. T. Welcome, Office Manager

Gentlemen:

This acknowledges your letter of December 30, 1939, advising that your claim against Edward W. Albano, subcontractor under Fisher Bros., in the amount of $396.38, in connection with the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, Klamath County, has been paid in full.

We have noted this settlement in our records of this job, and are today advising the surety for [illegible] Bros. on this job concerning the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

January 4, 1940

GENERAL CASUALTY COMPANY OF AMERICA
c/o C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of advice from the Bend Garage Company that their claim against Edward W. Albano, subcontractor under Fisher Brothers, has been paid in full. This claim was in the amount of $396.38 and was incurred in connection with State Highway Contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Inasmuch as you are surety for Fisher Brothers on this job, we are calling your attention to the settlement of this claim, for your records and files on the matter.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Oregon

#212

BEND GARAGE COMPANY

BEND, OREGON

December 30, 1939

RECEIVED
JAN 2 - 19
[illegible]
STATE HIGHWAY COMMISSION

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

This is to advise you that our claim in the amount of $396.38 against Edward W. Albano, subcontractor for Fisher Brothers, covering construction of the Odell Lake-Walker Mountain section of the Williamette Highway, located in Klamath County, contract number 2121, has been fully satisfied.

Yours very truly,

BEND GARAGE COMPANY
W. T. Welcome
Office Manager

WTW:ER

REFERRED TO
SECRETARY

prepare usual letter

RECEIVED
DEC 29 1939
FOR FILING

FA 184-A-2

December 28, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2121, for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, has been completed by the contractors, Fisher Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after January 6, 1939.

The State has been advised of the claim of Ed. W. Albano in amount of $2,686,14, for hauling material against this contract. You are advised that the State assumes no responsibility for the above claim, or for any claims which may be filed against the contract.

This notice is served upon you as you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $148,526.98, including the final payment. Of this amount $2,365.47 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
23 1939
FO

FA 1-4-A-2

#2121

RECEIVED
DEC 23 1939

GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE CO. OF AMERICA
GENERAL CASUALTY COMPANY OF AMERICA

HOME OFFICES—SEATTLE, WASHINGTON

H. K. DENT
PRESIDENT

OREGON SERVICE OFFICE
601 BOARD OF TRADE BUILDING
PORTLAND, OREGON

December 22, 1939

Oregon State Highway Commission
Salem, Oregon

Attention: Mr. Herbert Glaisyer, Secretary

Gentlemen:

Re: Bond #20219-A - Fisher Brothers
Oregon City, Oregon - Surfacing
and Oiling O'Dell Lake-Walker
Mountain Section Willamette Highway
State Job Number ~~2164~~ 2121

Supplementing our telephone conversation of this morning in reference to the claim of Mr. Ed Albano in the amount of $2,686.14 against Fisher Brothers, Albano being a subcontractor under them on the job captioned above, kindly be advised that the General Casualty Company as surety on the bond of Fisher Brothers is agreeable in your office making final payment to Fisher Brothers.

As respects the claim of Mr. Albano, I presume your office has had the proper notification and your records will show the facts pertaining to the claim.

Very truly yours,

C M Pratt

Special Agent

C. M. Pratt
vh

RECEIVED
DEC 20 1939
FOR FILING

FA 184-A-2

December 20, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 16, enclosing copy of a letter from Goodrich Silvertown Stores, authorizing release of the B. F. Goodrich Company claim against Fisher Bros., in the amount of $398.43, in connection with State Highway Contract No. 2121 for the surfacing and oiling of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

We have noted this settlement in our records of the job above named, and are today notifying the surety, General Casualty Company of America, of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

December 20, 1939

GENERAL CASUALTY COMPANY OF AMERICA
    C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Inasmuch as you are surety for Fisher Bros. on the Odell Lake-Walker Mountain job, we wish to advise you that we have been notified by the Secretary of State that the claim of the B. F. Goodrich Company against this firm, in the amount of $398.43, may be released.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
     Route 3
     Oregon City, Oregon

COPY

GOODRICH SILVERTOWN STORES
of the B.F.Goodrich Company

311 S.E.Stark St.   Portland, Oregon

December
16th
1939

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

You are hereby authorized to release the claim filed in the name of The B. F.Goodrich Company on November 24th, in the amount of $398.43, against the bond taken from Fisher Bros., General Contractor, for the work of 23 miles of surfacing and oiling, The Dalles-California Highway, O'Dell Lake Section of the Willamette Highway, Klamath County.

Yours very truly,

GOODRICH SILVERTOWN STORES

P. W. Barcus
Credit-Operating Manager

PWBarcus
E

#-121

RECEIVED
DEC 16 1939
FOR FILING

184-a-2

December 14, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 13, enclosing three copies of a notice of claim by Edward W. Albano, in the amount of $2686.14, against Fisher Bros., for work on the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, under State Highway Contract No. 2121.

We have made note of this claim in our records of this job and are today forwarding to the contractor and his surety copies of the notice of said claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

December 14, 1939

GENERAL CASUALTY COMPANY OF AMERICA
C. M. Pratt, Resident Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the office of the Secretary of State three copies of a notice of claim by Edward N. Albano, in the amount of $2,686.14, against Fisher Bros., for labor and materials furnished in connection with State Highway Contract No. 2121 - Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Inasmuch as you are surety for Fisher Bros. on this job, we enclose herewith a copy of this notice of claim, for your attention and action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

December 13, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Edward W. Albano for $2686.14 against the bond taken from Fisher Bros., principal,and General Casualty Company, surety, for work on the Odell Lake-Walker Mountain Section of the Willamette Highway, which was received from Will H. Masters, Attorney, Portland, Oregon, and filed today.

Please acknowledge receipt of the copies.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

COPY

TO THE SECRETARY OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN that the undersigned, Edward W. Albano, has a claim for work, labor and materials furnished to Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., which work, labor and materials furnished consist of work and labor in the construction and the surfacing and oiling of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, Oregon, under contract No. 2121, in the sum of $2,686.14, against the bond taken from Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm namd and style of Fisher Bros., and General Casualty Company, surety, for the work in constructing said Odell Lake-Walker Mountain Section of the Willamette Highway, State of Oregon.

EDWARD W. ALBANO

Subscribed and sworn to before me this 9th day of December, 1939.

ARDIS GORRELL

Notary Public for Oregon.

My commission expires Aug. 29, 1941

(SEAL)

Endorsed: File No. 2849
Filed 12/13/39
EARL SNELL
Secretary of State

RECEIVED
DEC 14 1939
FOR FILING

FA 184-A-2

December 13, 1939

WENTWORTH & IRWIN
c/o Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Attention Chas. G. Irwin

Gentlemen:

This acknowledges receipt of your letter of December 11, advising that you no longer have a claim against Fisher Brothers in connection with State Highway Commission No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

We have noted the settlement of this claim in our records of this job and are today advising the contractor and his surety of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

December 13, 1939

GENERAL CASUALTY COMPANY OF AMERICA
G. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from Wentworth and Irwin advising that they no longer have a claim against Fisher Bros. in connection with State Highway Contract No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Inasmuch as you are surety for the contracting firm on this job, we are passing this information on to you.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Ore.

C 1 2 193

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

December 11, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

You are hereby notified that Wentworth & Irwin, Inc. no longer has any claim against Fisher Bros. in connection with the State Highway Commission contract No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, Oregon; and you are hereby authorized to release the same.

Yours truly,

WENTWORTH & IRWIN, INC.

By Chas. Irwin

WHM:AG

REFERRED TO
Jm
SECRETARY

prepare customary letters
RHB

#2121

RECEIVED
DEC 13 1939
FOR FILING

154-G-2

December 13, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

Enclosed find a copy of a notice of claim by Edward W. Albano against Fisher Bros., which we have this day received from Mr. Will H. Masters, Attorney at Law, Portland.

Inasmuch as you are surety for the contracting firm on this job, we are sending you this copy of the notice of claim for your attention and action.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Ore.

December 13, 1939

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of December 12, enclosing notice of claim by Edward W. Albano against Fisher Brothers, in the amount of $2,686.14, for services in connection with State Highway Contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

We have noted this claim in our records of this job, and will today forward copies of your notice thereof to the contractor and surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

DEC 13 1939

December 12, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

Enclosed please find claim, which I wish filed.

Yours truly,

Will H. Masters

WHM:AG
Encl.

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE IS HEREBY GIVEN That Edward W. Albano has a claim for the hauling of pit run gravel, by reason of a contract with Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., under contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, Oregon, in the sum of $16,142.08, and for hauling waster material from pit to dump in the sum of $666.40, and for loss of time for waiting for said waster material in the sum of $692.50, and for excess truck hire due to Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., failing to provide properly maintained hauling road in the sum of $2,172.60; in the total sum of $19,673.58, less credits of $16,987.44, leaving a balance of $2,686.14, against the bond taken from Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., principal, and General Casualty Company, surety, for the work of surfacing and oiling said Odell Lake-Walker Mountain Section of the Willamette Highway, State of Oregon.

Edward W. Albano

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Edward W. Albano, being first duly sworn, depose and say that the foregoing Notice is true as I verily believe.

____

Subscribed and sworn to before me this 9th day of December, 1939.

Ardis Gorell
Notary Public for Oregon.
My Commission expires Aug. 29, 1941.

RECEIVED
DEC 13 1939
FOR FILING

#2121

COPY

WILL H. MASTERS

YEON BUILDING

PORTLAND, OREGON

Earl Snell
Secretary of State
Salem, Oregon

Dear Sir:

You are hereby notified that Wentworth & Irwin, Inc., no longer has any claim against Fisher Bros. in connection with the State Highway Commission contract No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County, Oregon; and you are hereby authorized to release the same.

Yours truly

WENTWORTH & IRWIN, INC.

BY CHAS. G. IRWIN

FA 184-A-2

November 30, 1939

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

In reply to your inquiry of November 29 just received, inquiring as to what papers are necessary in order to secure release of the claim of Wentworth & Irwin, Inc., against Fisher Bros., wish to say that in so far as the State Highway Department is concerned we have no standard form for the filing of claim releases. A letter from Wentworth & Irwin, Inc., to the effect that the claim against Fisher Bros. has been paid in full will be satisfactory.

Inasmuch as the claim was filed with the Secretary of State a similar letter should be directed to him so as to clear his records.

In order to identify the project on which the claim arose your letter should state clearly that it is in connection with State Highway Commission Contract No. 2121 for the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Very truly yours,

HBG:AM

Secretary

Nov, 30,

H. B. G.

All correspondence in connection with the Wentworth & Irwin, Inc. claim is attached hereto. All that is necessary to release is the claim is for the above firm to advise the Secretary of State that settlement has been made, if that is their reason.

J. McFarland.

Pertains to Cont. #2121 - Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County.

Irwin, Inc. against Fischer Bros. on the Willamette Highway job.

Thanking you, I am

Yours truly,

Will H. Masters

WHM:AG

REFERRED TO

SECRETARY

[illegible]

ANSWERED
H. B. GLAISYER

#[illegible]-1

RECEIVED
NOV 30 1939
STATE HIGHWAY COMMISSION

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

November 29, 1939

State Highway Commission
Salem, Oregon

Gentlemen:

Will you kindly let me know what papers you will need to release the claim of Wentworth & Irwin, Inc. against Fischer Bros. on the Willamette Highway job.

Thanking you, I am

Yours truly,

Will H. Masters

WHM:AG

REFERRED TO
[illegible]
SECRETARY

what [illegible]

[illegible]

ANSWERED
H. B. GLAISYER

#2121

FA 184-A-2

November 29, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of November 28 enclosing three copies of a notice of claim by the B. F. Goodrich Company, in the amount of $398.43, against Fisher Brothers, for work on The Dalles-California Highway-Odell Lake Section of the Willamette Highway, in Klamath County, being State Highway Contract No. 2121.

We have noted this claim in our records of this job and are today forwarding to the contractor and his surety copies of the notice of the same.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MRL

November 29, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State three copies of a notice of claim by the B. F. Goodrich Company, in the amount of $396.43, against Fisher Brothers, for work on The Dalles-California Highway-Odell Lake Section of the Willamette Highway, in Klamath County, being State Highway Contract No. 2121.

Inasmuch as you are surety for the contractor on this job, a copy of this notice of claim is being sent you herewith, for your information and attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

November 28, 1938

Mr. H. B. Glaisyer, Secretary
Oregon State Highway Commission
State Office Building
Salem, Oregon

Dear Mr. Glaisyer:

Enclosed are three copies of a notice of claim by The B. F. Goodrich Company, for truck tires furnished in the sum of Three Hundred Ninety Eight and 43/100 Dollars against the bond taken from Fisher Brothers, general contractor Ed Albano, sub-contractor and the General Casualty Company of America, for work on The Dalles-California Highway - O'Dell Lake Section of the Willamette Highway in Klamath County.

Kindly acknowledge receipt of the copies.

Very truly yours,

Earl Snell

Secretary of State

S:FL

Enc.

COPY

November 24th, 1939

Secretary of State
State of Oregon
Salem, Oregon

Notice hereby is given that the undersigned, The B. F. Goodrich Company, has a claim for truck tires in the sum of Three Hundred Ninety Eight and 43/100 Dollars ($398.43) against the bond taken from Fisher Brothers, general contractor, Ed Albano, sub-contractor and the General Casualty Company of America, for the work of twenty three miles of surfacing and oiling, The Dalles-California Highway - O'Dell Lake Section of Willamette Highway, Klamath County.

THE B. F. GOODRICH COMPANY

P. W. BARCUS
Credit Manager

EWO#2 Clean Roadway Ditches 659.45

R. H. Baldock

FA 184-A-2

Final Cost Analysis November 24, 1939

Odell Lake - Walker Mt. Section
Willamette Highway in Klamath County
Contract 2121 Prefix 18-1021
Fisher Bros., Contractor E. E. Johnston, Res. Eng.

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Trench Excavation	1,370.89	838.7 C.Y.	1.635	1.50	1,258.05
6" Perf. Concrete Pipe	2,205.58	6,230 L.F.	0.354	0.40	2,492.00
18" Corr. Iron Pipe	95.76	50 L.F.	1.915	1.50	75.00
Rock Backfill in Drains	1,027.23	581.34 C.Y.	1.767	3.00	1,744.02
Removal of Overburden	2,194.06	21,532.4 C.Y.	0.102	0.12	2,583.89
Pit Run Gravel Base	15,905.84	66,737.4 C.Y.	0.238	0.25	16,684.35
Hauling Gravel Base	24,435.93	230,601.1 Y.M.	0.106	0.09	20,754.10
4½"-2" Rock in Base	28,887.14	17,002 C.Y.	1.699	1.75	29,753.50
3/4"-0" " " "	14,539.56	8,557.5 C.Y.	1.699	1.75	14,975.63
Sprinkling	2,546.50	2,743 M. Gal.	0.928	1.50	4,114.50
Preparation of Base	1,614.20	23.06 Mi.	70.00	100.00	2,306.00
Mineral Aggregate in Place	21,007.25	6,425 C.Y.	3.270	2.00	12,850.00
Cut-back Asphalt in Place	10,662.45	573.25 T.	18.60	22.00	12,611.50
SC-6 Road Oil in Place	9,978.71	536.49 T.	18.60	22.00	11,802.78
3/4"-½" Crushed Rock in Stockpile	5,752.64	2,130.7 C.Y.	2.700	1.25	2,663.38
½"-¼" " " " "	8,744.44	3,238.8 C.Y.	2.700	1.25	4,048.50
¼"-1/8" " " " "	2,766.59	1,024.7 C.Y.	2.700	1.25	1,280.88
P.A.#1 1/8"-0" Screen Rejects in Oil Cover	359.74	1,599.5 C.Y.	0.225	0.25	399.88
" " Hauling Oil Cover	2,350.70	23,228.25 Y.M.	0.101	0.10	2,322.83
P.A.#2 Screen Rejects in Stockpile	942.90	3,771.6 C.Y.	0.25	0.25	942.90
P.A.#3 Haul Screen Rejects in Stockpile	1,097.69	6,358.17 Y.M.	0.10	0.10	635.82
EWO#1 Clear & Level Stockpile Sites	1,566.07				1,566.07
EWO#2 Clean Roadway Ditches	659.45				659.45

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
EWO#3 Level Stripping in Gravel Pits.	139.95				139.95
	160,851.27				148,164.96

Total Cost	160,851.27
Gross Revenue	148,664.96
Net Loss	12,186.31
Net Loss Equals	8.20% of Gross Revenue

Contract 2121

Details of Cost

Labor:			
Supervision		2,481.66	
Labor		32,315.70	
State Industrial Accident		2,829.64	
Unemployment Compensation		1,043.91	
Old Age Benefit		347.98	
			39,018.89
Materials:			
6" Perf. Concrete Pipe	6,230 Lin.Ft. @ .20	1,246.00	
18" Corr. Iron Pipe	50 Lin.Ft. @ 1.22	61.00	
18" " " Bands	2 Only @ 1.84	3.68	
			1,310.68
Miscellaneous:			
Equipment Rental (Incl. Repairs)		44,247.69	
Hired Trucks		6,798.03	
Gas Oil & Grease		20,167.72	
Move In & Set-up		2,947.44	
Explosives		4,656.20	
Drilling Expense		481.35	
Miscellaneous Expense & Small Tools		4,792.53	
Overhead Expense		879.99	
Home Office Expense		2,973.30	
Bond		1,486.65	
			89,430.90
Work Subbed to Babler Bros:			
Preparation of Base	23.06 Mi. @ $70.00	1,614.20	
Placing Mineral Aggregate	6,425 C.Y. @ 1.00	6,425.00	
RC3 in Place	573.25 T. @ 18.60	10,662.45	
SC6 in Place	536.49 T. @ 18.60	9,978.71	
Load & Place Oil Cover	1,599.5 C.Y. @ .20	319.90	
Hauling Oil Cover	23,228.25 Y.M.@ .09	2,090.54	
			31,090.80
			160,851.27

Contract 2121

Crushing Cost Analysis

	Cost	Quantity		Unit Cost
Move In and Setup	1,754.78	42,150.3	Cu.Yd.	0.0416
Drill & Shoot	18,597.64	"	"	0.4412
Load at Quarry	5,306.12	"	"	0.1259
Haul Quarry to Plant	4,532.34	"	"	0.1075
Plant Operation	17,411.73	"	"	0.4131
Cost in Bunker	47,602.61	42,150.3	Cu.Yd.	1.1293

	Cost In Bunker	Cost Hauling	Cost Placing	Cost Total	Quantity	Unit Cost	Unit Bid	Gross Revenue
4½"-2"	20,670.54	5,049.13	3,167.47	28,887.14	17,002 CY	1.6990	1.75	29,753.50
3/4"-0"	10,403.96	2,641.35	1,494.25	14,539.56	8,557.5 CY	1.6990	1.75	14,975.63
Min. Agg.	7,811.33	6,770.92	6,425.00	21,007.25	6,425 CY	3.2696	2.00	12,850.00
3/4-½"	2,590.44	3,162.20		5,752.64	2,130.7 CY	2.6999	1.25	2,663.38
½"-¼"	3,937.64	4,806.80		8,744.44	3,238.8 CY	2.6999	1.25	4,048.50
¼"-1/8"	1,245.80	1,520.79		2,766.59	1,024.7 CY	2.6999	1.25	1,280.88
Screen Reject	942.90			942.90	3,771.6 CY	0.25	0.25	942.90

The crushing plant and quarry located 0.75 miles southwest of station 33+09 (MP 86.54) had been in operation on Contract 2140 and moving in and setting up costs were prorated by production between the two contracts. The quarry had about 40 foot face and not an excessive amount of over-burden. Vertical seams of dirty material a few inches thick and laying parallel to the face were encountered at about four foot intervals from the original face. This formation ca used the material to break very large when shot and resulted in a greatly increased quarrying cost as 60% of the material had to be reshot before it could be handled by the primary crusher. During the progress of quarrying, seven coyote holes were drilled and shot, each being loaded with 2,000 lbs. to 3,000 lbs. of powder. About 36,250 lbs. of powder were used to produce 42,150 cubic yards of crushed rock averaging 0.86 lbs per cubic yard, quarrying cost being $.44 per cubic yard. When 80% of the material had been produced, an additional quarry situated approximately one-half mile southwest of the first quarry was drilled and shot, and both quarries were used for the duration of crushing operations. This quarry proved to be more economical than the first one, and it is estimated that the contractor could have saved $10,000 if he had secured all of his quarry material from this site.

The crushing plant consisted of a 16" x 36" jaw, a 3' cone and an 18" Intercone crusher, a single deck and a triple deck screen, a plate feeder, 180 ft. of 24" conveyor belt, a generator and six 10 HP electric motors and a light plant, and was powered by three 90 HP Diesel engines. 38,380 cubic yards of crushed rock and 3,770 cubic yards of screen rejections were produced in 1,204 hours at an average rate of 35 cubic yards per hour. The plant was constructed so that either surfacing material or oil rock could be produced by a simple adjustment.

Quarry material was loaded by a 5/8 cubic yard shovel into light quarry trucks and hauled 200 feet to the plant.

REMARKS:

This was a regular Federal Aid Project and consisted of the construction of 18.2 miles of pit-run gravel base, 4.9 miles of crushed rock base, application of 23.0 miles of oil mat surface treatment (Type O-30, modified), furnishing of 6,000 cubic yards of crushed rock in stockpiles, and other incidental work. The contract was bid and awarded November 17, 1938, work was started April 24, 1939 and completed September 21, 1939.

Trench excavation was mostly in ditch lines parallel to the roadbed,for installation of 6" perforated concrete pipe and a large part of it was in hard material that increased the cost of the item.

Rock backfill in drains was secured from the gravel pit and from crushed rock, gravel comprising 80% of the total quantity.

Overburden in gravel pits was moved by a dozer and by side casting with a 3/4 yard shovel and was done at times when it would not interfere with the loading of gravel material.

An attempt was made to strip the gravel pit at M.P. 73.76 on May 19th, but high water made this operation impractical. Gravel was taken the last week of May from a pit at M.P. 69, but the material could not be moved without light shooting and on May 24 the shovel was moved to pit at M.P. 67.6. About 20,000 cubic yards were taken from this source. The pit at M.P. 73.76 was then opened after removing about 3-1/2 feet of over-burden. The available material was about 6 feet in depth being underlaid with a cemented stratum. It was not possible to use a dragline as planned but required a 3/4 yard Koehring shovel for loading. Two pumps were used to exhaust water from the pit. The total amount of gravel base, 66,737 cubic yards were loaded in 1,330 hours at the average rate of 50 cubic yards per hour. A blade and roller were used to spread and compact the gravel and several men were required to remove oversize rocks. Gravel was hauled in 4 yard trucks.

Surfacing rock was hauled from the bunkers .75 miles southwest of M.P. 86.54 and spread and compacted with a blade and roller. This material was placed from June 7 to August 26, and the average output was 400 cubic yards a day or 35 cubic yards per operating hours.

A 2,000 gallon water truck worked efficiently and water was easily available at several points on the project.

Preparation of base, placing mineral aggregate, placing cutback asphalt, placing SC6 asphalt and loading and hauling screen rejection oil cover were subcontracted to Babler Brothers. Due to a lack of fine material for finishing, preparation of base was more costly than usual. Mineral aggregate was hauled from the crusher and stockpiled at M.P.'s 86.54, 82.81, 76.35, 73.72, and 70.06. The sub-contractor loaded the material from these stockpiles and placed it on the road during oiling operations. The subcontractor paid $13.10 per ton for both the RC3 and SC6, delivered from Martinez, California, to Odell Lake where it was heated and hauled to the job.

Crushed rock in stockpiles was hauled in 4 yard trucks from the bunker to specified sites. These items were bid with the assumption that material for crushing could be secured at the gravel pit M.P. 73.76. The material proved to be unsatisfactory for maintenance material and was therefore produced at the quarry site making a greatly increased haul and a higher cost. A cover surface for the oil treatment was placed by price agreement. The material was 1/8"-0" screen rejection produced both on contract 2121 and 2140. The loading, placing and hauling was subcontracted by Babler Brothers.

The work on this contract was well supervised, and the subcontract prices were favorable to the contractor, but a very difficult quarry and excessive hauls more than offset these advantages and resulted in a loss on the contract.

E. H. CLYMER
Cost Analyst

By

M. G. Smith

#2121

184-11-2

October 31, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 30, enclosing three copies of a notice of claim by Bend Garage Company, in the amount of $396.38, against Fisher Brothers, for labor and materials furnished in connection with work on the Odell Lake-Walker Mountain Section of the Willamette Highway, being State Highway Contract No. 2121.

We have noted this claim in our records of this job and are today forwarding copies of the notice thereof to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

October 31, 1939

GENERAL CASUALTY COMPANY OF AMERICA
C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We have today received from the Secretary of State copies of a notice of claim by Bend Garage Company, in the amount of $396.38, against Fisher Brothers, for labor and materials furnished in connection with work on the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, being State Highway Contract No. 2121.

Inasmuch as you are surety for the contractor on this job, we hand you herewith a copy of this notice of claim, that you may give it the requisite attention.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Brothers
Route 3
Oregon City, Oregon

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 31 1939
STATE [illegible] COMMISSION

October 30, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H.B. Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Bend Garage Company for $396.38 against the bond taken from Edward W. Albano, subcontractor for Fisher Brothers, for work on the Odell Lake-Walker mountain Section of the Willamette highway, contract No. 2121, which was received and filed today.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FM
encs. 3

Bend, Oregon

October 27, 1939

To: The Oregon State Highway Commission, Salem, Oregon:

Notice hereby is given that the undersigned, Bend Garage Company of Bend, Oregon, has a claim for labor and materials as per attached itemized statement in the sum of three hundred ninety six dollars and thirty eight cents ($396.38) against the Bond taken from ______ for Edward W. Albano, subcontractor for Fisher Brothers, for the work of construction of Odell Lake-Walker Mountain Section of Willamette State Highway located in Klamath County, contract number 2121.

BEND GARAGE COMPANY

By W. L. Welcome
Vice President

* *

BEND GARAGE COMPANY
Bend, Oregon

Edward Albano
Portland, Oregon

Date	Description	Charges	Credits	Last Amount in this column is balance unpaid
Jul 4	Drill out hub bolts	1.00		28.91
	GMC			29.91
Jul 6	8 Rings	3.20		
	Less 25%		.80	41.92
Jul 6	3 Fan Belts	9.00		
	1 Fan Belt	2.30		
	2 Flexible Hose	1.50		
	Less 25%		3.19	41.92
Jul 9	1 Roll Wire	3.00		
	1 Tape	.25		
	Less 25% By G. R. Shearer		.81	
Jul 8	6 Bolts	.30		
	2 Caps	.50		
	1 Motor Mounting	1.60		
	Less 25%		.60	
	Postage	.16		46.32
	By Geo. Simerville			
July 11	1 Front Spring	7.00		
	Less 25%		1.75	51.57
	By Albert Albano			
Jul 12	7 Rings Returned		2.10	
	1 Spring returned		5.25	44.22
Jul 14	Packing	.0		
	By Leonard Clifton			
Jul 14	1 GMC Spring	5.35		
	Less 15%		.80	
	Express	.84		49.71
Jul 5	Cash		28.91	21.80

Jul 19	1 Lens	.75		
	Less 25%		.18	
	By W.R. Faust			
Jul 19	Repair exhaust pipe	.40		
	2 nuts	.10		
	Less 25%		.02	21.85
	1939 Chevrolet			
Jul 22	2 Motor Mountings	2.90		
	Less 25%		.72	
Jun 18	Adjust conrods & mains			
	Replace where necessary	61.25		
	Stop leak in hoist cyl	5.00		
	Repair radiator	6.00		
	Install new crankshaft			
	and bearings			
	1 Motor Mounting	1.50		
	6 Con Rods	16.50		
	1 Main Bearing	2.00		
	1 Main Bearing	1.70		
	1 Main Bearing	3.75		
	1 Main Bearing	2.30		
	1 Gasket Set	5.00		
	1 Crankshaft	80.00		
	Shim Stock	.60		
	1 Bolt	.07		
	1 Bolt	.07		
	4 Bolts & Nuts	.15		
	1 Flexible Line	.75		
	1 gasket	.05		
	1 cable	.75		
	Less 15% on parts 115.19		17.27	
	1 sock	.90		
	Less 15%		.14	
	Drill Crankshaft-Sublet	.50		
	Express Charges	3.82		
	Telephone call	1.45		
	6 Qts. Amalie Oil	1.80		
	GMC Truck			
Jul 22	Repair hydraulic brakes)			
	Repair emergency brake)	3.20		
	Check rear trans housing			
	1 light connection	.65		
	2 bulbs	.35		
	Less 25%		.25	206.48
Jul 24	1 Pulley	13.50		
	1 key	.08		
	1 Nut	1.25		
	1 washer	.35		
	1 cork	.15		
	1 insulator	160		
	1 retainer	.20		
	Less 15%		2.56	
Jul 24	6 Center Bolts & Nuts	.90		
	Less 25%		.22	221.73
	By Jim Foulon			
Jul 25	Repair Brakes	2.80		
	Repair lower rad. supt	1.25		
	Weld right front fender	.50		
	Replace bolts in rad. grille	1.25		
	Screws, bolts & Nuts	.25		227.78
	1939 GMC Truck			
Jul 26	Adjust Brakes	1.40		229.18
	1938 GMC Truck #7			
Jul 27	1 Axle Shaft	6.00		
	Less 25%		1.50	233.68
Jul 28	1 connecting rod	2.50		
	1 head gasket	1.25		
	1 bushing	.20		
	1 hose	.35		
	Less 25%		1.07	236.91

Jul 30	1 Center Bolt	.30		
	Bolts & Nuts	.15		
	Less 25%		.11	
	By Chas. Slaymaker			
Jul 30	Weld Emergency brake brkt	1.80		239.05
Aug. 1	Overhaul master cyl	4.50		
	Drill out studs in L. R.			
	Axle hub	4.00		
	Reline front brakes	6.00		253.55
Aug 1	1 cup	.25		
	1 valve	.60		
	1 cup	.25		
	5 stud adapters	.25		
	7 Studs	.35		
	4 Brake Blocks	4.95		
	6 Studs	.30		
	6 Washers	30		259.72
	Less 25%		1.08	
	1937 GMC			
Aug 3	Overhaul clutch - remove and replace	13.50		
	Repair clutch - sublet	15.60		
	Telephone & Express	1.60		290.42
	GMC			
Aug 2	Repair Clutch	11.00		
	1 bearing	2.00		
	1 clutch disc	3.60		
	Less 25%		1.40	
	Repair clutch - sublet	9.03		
	1 telephone call	.80		
	1½ lb grease	.40		
	advance to driver	1.00		
	1937 Pickup by J. Albano			
Aug 3	Battery Charges	.75		317.60
Aug 5	Check front motor mount)			
	Repair leftheadlamp)			
	Adjust valves)			
	Stop gas leak in fuel pump)			
	Check for stkcing in 3rd)			
	Repair radiator spout)			
	Install left tie rod end)	11.80		
	1 mounting	.78		
	1 gasket	.30		
	Less 15%		.16	331.72
Aug 7	Drill out hub ~~staads~~ Studs			
	Replace studs	3.00		
	8 studs	1.20		
	7 steel spacers	.35		
	less 15%		.23	336.04
	By Charles Carter			
Aug. 11	Repair Generator	3.80		
	Adjust toe in	1.00		
	1 set brackets	.50		
	Less 25%		.12	341.22
Aug 13	3 spring clamps	1.20		
	Less 25%		.30	
Aug 12	Bleed & Adjust brakes			
	Reline brakes	10.00		
	1 brake lining	8.00		
	Rivets	.50		
	Shim stock	.25		
	Less 25%		2.19	
	Turn drum	2.00		
Aug 11	Repair brakes			
	Repair oil lines			
	Weld left fender			
	Weld right hood			
	Tighten steering rod ends			
	Tighten bolts in front univeral joint	19.50		

	1 Repair kit	2.15		
	4 fittings	.60		
	Flex. lining	.78		
	1-8 Flex lining	.95		
	Rivets	.50		
	5 Ft. 3/12 x 1/4 lining	9.25		
	Less 25%		3.56	
	T18 GMC 1937			
	By Chas. Slaymaker			
Aug. 12	4 caps	1.00		
	less 25%		.25	391.60
	Chas. Slaymaker			
Aug. 17	Repair brakes	2.80		
	Adjust toe in	1.00		
	1 Qt. Fluid	1.30		
	Less 25% on fluid		.32	
	1939 GMC			396.38

Endorsed: File No. 2844
Filed Oct. 30, 1939
EARL SNELL
Secretary of State

RECEIVED
OCT 27 1939
FOR FILING

7-A 184-A-2

October 27, 1939

General Casualty Company of America,
C. M. Pratt, Agent,
Board of Trade Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to Fisher Brothers on Contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway in Klamath County. This payment will be made on or after November 6, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

FAP 195-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.______

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAP 195-A (2), Odell Lake Section, Willamette Highway. ______, was made by a representative of this office on September 29, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

FAP 184-A-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No.

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAP 184-A (2), Odell Lake-Walker Mountain Section, Willamette Highway, ______________________, was made by a representative of this office on September 29, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

Jw

#2121

RECEIVED
OCT 18 1939
FOR FILING

FA 184-A-2

October 17, 1939

Hon. Earl Snell
Secretary of State
State Capitol
Salem, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 14, enclosing three copies of a notice of claim by Wentworth & Irwin, Inc., in the amount of $5001.20, against Fisher Bros., for hauling work and truck hire in connection with the performance of State Highway Contract No. 2121 for surfacing and oiling the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

We have noted this claim in our records of this job and are today forwarding copies of the notice of said claim to the contractor and his surety.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

October 18, 1939

GENERAL CASUALTY COMPANY OF AMERICA
c/o C. M. Pratt, Local Agent
Board of Trade Building
Portland, Oregon

Gentlemen:

We are in receipt of a letter from the Secretary of State enclosing three copies of a notice of claim by Wentworth & Irwin, Inc., in the amount of $5001.20, against Fisher Bros., for hauling work and truck hire in connection with the performance of State Highway Contract No. 2121 for surfacing and oiling the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Inasmuch as you are surety for the contractors on this job, we are calling this claim to your attention, and enclose herewith a copy of the notice of said claim.

Very truly yours,

STATE HIGHWAY COMMISSION
By

Secretary

MBL

cc - Fisher Bros.
Route 3
Oregon City, Oregon

1859

EARL SNELL
SECRETARY OF STATE
SALEM, OREGON

RECEIVED
OCT 17 1939
[illegible]

October 14, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen: Attention Mr. H. B.Glaisyer

There are enclosed for your information and files three copies of a notice of claim by Wentworth & Irwin Inc. for $5001.20 against the bond taken from Fisher Bros., principal, and General Casualty Company, surety, for work on the Odell Lake-Walker Mountain Section of the Willamette Highway which was received from Mr. Will H.Masters, Attorney, Portland, Oregon, and filed in this office today.

A copy of the affidavit requesting a certified copy of the contract is enclosed.

Please acknowledge receipt of the copies in order to complete our files.

Very truly yours,

Earl Snell
Secretary of State

S:FW
encs. 4

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Chas. G. Irwin, being first duly sworn, on oath say that I am the secretary of Wentworth & Irwin, Inc., I further say that Edward W. Albano performed work and labor in the hauling of pit gravel in the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, State of Oregon. That the balance due for said work is the sum of $5,001.20 which claim for work, for a valuable consideration to him paid by Wentworth & Irwin, Inc., has been sold, assigned and transferred by said Edward W. Albano to Wentworth & Irwin Inc.. That said claim has not been paid, and that said work and labor was furnished by the said Edward W. Albano to Herman,Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros.. That Wentworth & Irwin, Inc. hereby requests a certified copy of said contract between the State of Oregon and the said Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., acting by and through the State Highway Commission; and a certified copy of said bond.

CHAS. G. IRWIN

Subscribed and sworn to before me this 13th day of October, 1939.

(SEAL)

W. H. MASTERS
Notary Public for Oregon.
My Commission expires Oct. 5/43.

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN That Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim for the hauling of pit run gravel, by reason of a contract with Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., under contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, Oregon, in the sum of $16,093.00, and for hauling waster material from pit to dump in the sum of $666.40, and for loss of time for waiting for said waster material in the sum of $692.50, and for excess truck hire due to Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., failing to provide properly maintained hauling road in the sum of $2,172.60; in the total sum of $19,624.50, less credits of $14,623.30, leaving a balance of $5,001.20, against the bond taken from Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., principal, and General Casualty Company, surety, for the work of surfacing and oiling said Odell Lake-Walker Mountain Section of the Willamette Highway, State of Oregon. That Edward W. Albano, for a valuable consideration to him in hand paid by Wentworth & Irwin Inc., has sold, assigned and transferred said claim to Wentworth & Irwin Inc., who are now the owner and holder thereof.

WENTWORTH & IRWIN INC.

By CHAS. G. IRWIN
Secretary.

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Chas. G. Irwin, being first duly sworn, depose and say that I am secretary of Wentworth & Irwin, Inc., and that the foregoing Notice is true as I verily believe.

CHAS. G. IRWIN

Subscribed and sworn to before me this 13th day of October, 1939.

(SEAL)

W. H. MASTERS
Notary Public for Oregon.
My Commission expires Oct. 5/43.

Endorsed: File No. 2842
Filed Oct. 14 1939
EARL SNELL
Secretary of State

RECEIVED
OCT 16 1939
FOR FILING

#2121

FA 184-H-2

October 14, 1939

General Casualty Company,
C. M. Pratt, Resident Agent,
Board of Trade Building
Portland, Oregon

Gentlemen:

This letter is simply to inform you that there was filed in the office of the State Highway Commission today affidavit and claim of Wentworth and Irwin, Inc., against Fisher Bros., arising out of FisherBros. contract for the construction of the Odell Lake-Walker Mt. Section of the Willamette Highway, in Klamath County, Contract No. 2121.

The claim is in the amount of $5001.20. It appears that this claim has been assigned to Wentworth and Irwin by a Mr. Edward W. Albano for a valuable consideration.

This information is given you inasmuch as you appear as surety on the bond furnished in connection with this contract.

Yours very truly,

HBG:MC

Secretary

cc - Fisher Bros.,
Oregon City

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

NOTICE HEREBY IS GIVEN That Wentworth & Irwin, Inc., a corporation organized and existing under and by virtue of the laws of the State of Oregon, has a claim for the hauling of pit run gravel, by reason of a contract with Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., under contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, Oregon, in the sum of $16,093.00, and for hauling waster material from pit to dump in the sum of $666.40, and for loss of time for waiting for said waster material in the sum of $692.50, and for excess truck hire due to Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., failing to provide properly maintained hauling road in the sum of $2,172.60; in the total sum of $19,624.50, less credits of $14,623.30, leaving a balance of $5,001.20, against the bond taken from Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., principal, and General Casualty Company, surety, for the work of surfacing and oiling said Odell Lake-Walker Mountain Section of the Willamette Highway, State of Oregon. That Edward W. Albano, for a valuable consideration to him in hand paid by Wentworth & Irwin, Inc., has sold, assigned and transferred said claim to Wentworth & Irwin, Inc., who are now the owner and holder thereof.

WENTWORTH & IRWIN, INC.,

By ______________________

Secretary.

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Chas. G. Irwin, being first duly sworn, depose and say that I am secretary of Wentworth & Irwin, Inc., and that the foregoing Notice is true as I verily believe.

Chas G Irwin

Subscribed and sworn to before me this 13th day of October, 1939.

Notary Public for Oregon.
My Commission expires Oct 5/43

TO THE HIGHWAY COMMISSION OF THE STATE OF OREGON:

STATE OF OREGON,)
) ss.
County of Multnomah,)

I, Chas. G. Irwin, being first duly sworn, on oath say that I am the secretary of Wentworth & Irwin, Inc.. I further say that Edward W. Albano performed work and labor in the hauling of pit gravel in the construction of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County, State of Oregon. That the balance due for said work is the sum of $5,001.20, which claim for work, for a valuable consideration to him paid by Wentworth & Irwin, Inc., has been sold, assigned and transferred by said Edward W. Albano to Wentworth & Irwin, Inc.. That said claim has not been paid, and that said work and labor was furnished by the said Edward W. Albano to Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros.. That Wentworth & Irwin, Inc. hereby requests a certified copy of said contract between the State of Oregon and the said Herman Fisher, Eric Fisher, Albert Fisher and W. H. Fisher, copartners doing business under the firm name and style of Fisher Bros., acting by and through the State Highway Commission; and a certified copy of said bond.

Chas G Irwin

Subscribed and sworn to before me this 13th day of October, 1939.

W. A. Morten
Notary Public for Oregon.
My Commission expires Oct. 5/43

RECEIVED
OCT 16 1939
FOR FILING

FA 184-A-2

October 14, 1939

Mr. Will H. Masters,
Attorney-at-Law
Yeon Building
Portland, Oregon

Dear Sir:

This acknowledges receipt of your letter of October 13 enclosing affidavit and claim of Wentworth & Irwin, Inc., against Fisher Bros., highway contractors, same being in the amount of $5,001.20, representing service rendered to Fisher Brothers in connection with their State Highway Highway Contract No. 2121 for the construction of the Odell Lake-Walker Mt. Section of the Willamette Highway, in Klamath County.

This claim is being brought to the attention of the contractor and the surety on the bond which, in this instance, is the General Casualty Company, with offices in the Board of Trade Building, Portland. (C.M. Pratt, Agent)

I note that you desire a certified copy of this contract. Same is going forward to you today under separate cover.

Yours very truly,

HBC:MC

Secretary

Copy Mailed 10-16-39

RECEIVED
OCT 14 1939
STATE HIGHWAY COMMISSION

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER [illegible]
PORTLAND, OREGON

October 13, 1939

Highway Commission of the State of Oregon
Salem, Oregon

Gentlemen:

I am enclosing herewith affidavit and claim of Wentworth & Irwin, Inc. against Fisher Bros. on the Odell Lake-Walker Mountain Section of the Willamette Highway, this day filed with the Secretary of State.

Yours truly,

Will H. Masters

WHM:AG
Encls.

RECEIVED
OCT 13 1939
FOR FILING

FA 184-A-2

October 11, 1939

Mr. Will H. Masters
Attorney at Law
Yeon Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 10, 1939, concerning Fisher Brothers Contract No. 2121, Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

You are advised that the contract was completed on September 21, 1939, and was accepted by the Commission on September 27, 1939.

Fisher Brothers is a partnership consisting of Herman, Eric, Albert and W. H. Fisher, all of Oregon City.

Very truly yours,

Secretary

JM:AM

RECEIVED
OCT 11 1939

WILL H. MASTERS
ATTORNEY AT LAW
YEON BUILDING
ATWATER 6381
PORTLAND, OREGON

October 10, 1939

State Highway Commission of the State of Oregon
Salem, Oregon

Gentlemen:

Will you kindly let me know whether Fisher Bros, who had the contract on surfacing and oiling the Odell Lake Walker Mountain Section of the Willamette Highway is a corporation or a partnership. If a partnership, will you kindly give me the names of the partners, and oblige.

Yours truly,

Will H. Masters

WHM:AG

REFERRED TO
SECRETARY

prepare reply

Form E-1—5M—3-30

EGON STATE HIGHWAY COMMISS N
FIELD ENGINEER'S WEEKLY REPORT
FOR CONSTRUCTION PROJECTS ONLY

FA 184-A-2

For Week Ending Sept. 23, 1939

Section Odell Lake - Walker Mountain

Kind of work Surfacing and Oiling

Highway Willamette

Section prefix 18-1021

Contractor Fisher Bros.

Contract number 2121

Date of contract Nov. 17, 1938

Date of completion Sept. 30, 1939

Date work started April 24, 1939

Estimated date of completion -, 193

Amount of contract $131,466.00

Per cent of time elapsed 98 %

Estimated cost of completed project, exclusive of engineering 155,339.06

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 5420.77, 4.1 %

Date project was completed Sept. 21, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

TERMINATION REPORT

Contractors crew completed the finishing work at the gravel pit and moved the equipment out of pit Sunday. Remainder of the week until Sept. 21, some final cleaning up on shoulders was done and a blade was rented from Northwest Roads and made a round trip over the shoulders, completing the job.

Monday and Tuesday the engineering crew measured up gravel pit and measured stock piles, working in the office the rest of the week on computations.

NOTED
R. H. HACKETT

RECEIVED
1939

NOTED
H. G. SMITH

NOTED
RAY WEBBER

Signed E. E. Johnston

Address Crescent, Oregon.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project		23.01	23.01	23.01	
Miles partially completed					
Miles completed		23.01	23.01	23.01	
Total estimated quantities		91,289	6200	1111.34	
Estimated quantities moved or placed to date		91,289	6200	1111.34	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	Clackamas COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	3					3	
Men and teams							
Men and trucks under 3 tons	3						
Men and trucks over 3 tons							
Men and tractors							
							9

Equipment used during week: Shovels 1, Power graders 1, Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	"		
Tuesday	"		
Wednesday	Showers		
Thursday	Clear		
Friday	"		
Saturday	"		

STATE PRINTING DEPT.

RECEIVED
APR 24 1939
FOR FILING

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

IN YOUR REPLY PLEASE
REFER TO FILE No.

Stencil No. 124
Ore. FAP 195-A (2)
Odell Lake Section,
Willamette Highway

FAP 195-A (2)

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Encls.

Jron

Appr. 38456

Form P. R. 2

State Oregon

Federal Aid Project No. 195-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939

by and between The Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 5th day of June, 1933, a project statement, which was approved by the Secretary on the 28th day of June, 1933, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 26th day of October, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of eight thousand, two hundred thirty and 00/100 dollars ($ 8,230.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 990+00 at the west end of FAP 184-A(2) in the N 1/2 of Sec. 25, T. 23 S., R. 6 E., W. M., and survey station 1214+86.7 on the north shore of Odell Lake about 1-1/2 miles east of the Klamath-Lane Co. Line, length 4.255 miles, in Klamath County, being Section A(2) of Oregon Federal Aid project No. 195, consisting of 4.255 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span, ~~or a mile in len~~gth.

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of eight thousand, two hundred thirty and 00/100 dollars ($8,230.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of thirteen thousand, six hundred fifty-four and 00/100 dollars ($13,654.00), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 7 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By O'Leary
Acting Chief, Bureau of Public Roads.

ITED S AGRICU

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Project No. 195-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $13,654.00 as the total estimated cost of said project, and the sum of $8,230.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ____ day of APR 7 1939 one thousand nine hundred and ____

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE [illegible]

RECEIVED
APR 24 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. Stencil No. 124
Oregon FAP 184-A (2),
Odell Lake-Walker Mt. Sec.,
Willamette Highway.

FAP 184-A-2

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
✓ Highway Engineer

Encls.

Ion

Appr-38455

Form P. R. 2

State Oregon

Federal Aid Project No. 184-A(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 3d day of October, 1938, a project statement, which was approved by the Secretary on the 28th day of October, 1938, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section A(2) of said project which were recommended for approval by the United States District Engineer on the 26th day of October, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of seventy-four thousand, eight hundred sixty and 00/100 dollars ($ 74,860.00) as the share of the United States payable under said act on account of Section A(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 0+00 in the South 1/2 of Section 10, T. 26 S., R. 8 E., W. M., at the junction with Oregon Federal Aid Project No. 126, and survey station 990+00 in the N. 1/2 of Section 25, T. 23 S., R. 6 E., W. M., the easterly end of Project 195-A(2), (excepting therefrom those portions between survey stations 219+98.0 and 220+65.0, 684+71.17 and 685+57.33, and 972+50.17 and 973+50.33), length 18.752 miles, in Klamath County, being Section A(2) of Oregon Federal Aid project No. 184, consisting of 18.752 miles of roadway and no bridges, ~~eac~~h of more than 20 feet clear span, ~~or a mile in length.~~

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section A(2) of said project shall not in any event exceed the sum of seventy-four thousand, eight hundred sixty and 00/100 dollars ($74,860.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred twenty-two thousand, seven hundred eight and 00/100 dollars ($122,708.00), the approved total estimated cost of Section A(2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon

(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.

(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of APR 7 1939, 19___

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By ____________________

Member, State Highway Commission
(Title of officer)

By ____________________

Member, State Highway Commission
(Title of officer)

By ____________________

____
(Title of officer)

By ____________________

____
(Title of officer)

SECRETARY OF AGRICULTURE,

By ____________________
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—6518

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 184-A(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 122,700.00 as the total estimated cost of said project, and the sum of $ 74,860.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this .... day of APR 7 1939

one thousand nine hundred and ....

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—4830

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 21 1939
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No. FAP 195-A-2

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 195-A (2)
Odell Lake section
Willamette Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Iron

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No. FAP 184 A-2

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 184-A (2)
Odell Lake-Walker Mountain
Willamette Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

RECEIVED
JAN 23 1939
FOR FILING

15:1

October 17, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Reference is made to your letter of October 14th, commenting on the thickness of gravel base specified for a portion of the Odell Lake-Walker Mountain Project (Projects 184-A and 195-A).

One of the major objectives of our Department and of your Bureau is the bringing of the Willamette Highway to a state of completion where it can be opened to traffic, and it was a proposal of the Forest Road Division of your Bureau that we hasten the completion of that highway by utilizing in the first construction a light and comparatively inexpensive type of surfacing, looking upon the light surfacing only as the first stage in the surfacing construction, and planning to later develop a surfacing of adequate thickness. Our action in adopting the light surfacing which has been specified is in line with this proposal, and we believe such action to be good business policy.

The section of highway on which the light gravel base is to be used has a subgrade which consists largely of gravel and pumice, and which affords a "better-than-average" foundation for the surfacing. With this condition obtaining, we believe that the surfacing which we have specified will hold up for four or five years at least without excessive maintenance expense, and, at the end of that time, we should be in a position to finance the construction of both a heavier base and a heavier wearing surface. This can be done, we believe, with almost a 100 per cent salvage of the investment which we propose to make now in the light surfacing.

In view of the circumstances and conditions which we have described, there should be no hesitancy in the granting of approval to the specification which we have submitted. However, we will, if you wish, give our assurance that if, and when, it becomes evident that the light surfacing cannot be economically and satisfactorily maintained, we will, if it is within our power, provide such additional thickness of surfacing as the conditions obtaining at that time may warrant.

Very truly yours,

State Highway Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
15 1938
STATE HIGHWAY COMMISSION

October 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of P.S.& E. papers covering proposed surfacing and oiling on Federal Aid projects 184-A and 195-A, the Odell Lake-Walker Mt. Section of the Willamette Highway, 23.1 miles.

We note that on FAP 184-A the pit run gravel surfacing is partly 4" and part 6" in thickness to be topped with a light oil mat 3/8 in thickness. While the soil on this project is of pumice with gravel in the bottom of some of the cuts providing an excellent subgrade, we do not believe that either a 4" or 6" thickness of pit run gravel will be adequate. If the State will agree to an increase of the oil surface treatment to at least a 2 1/2" thickness at such time as the traffic would require we would be willing to recommend a pit run surfacing 8" in thickness.

As to 195-A the thickness of 8" will probably suffice though as mentioned above a heavier wearing surface should be placed when traffic requires.

Our recommendation for approval of FAP 184-A will be withheld pending the revisions suggested.

Very truly yours,

W H Lynch

W. H. Lynch
District Engineer

195-a-2

December 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Odell Lake Section, Project No. FA 195-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 195-A (2)

ODELL LAKE SECTION OF THE

WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

Surfacing and Oiling

70	cu. yds.	Trench Excavation	$ 1.50	$ 105.00
800	lin. ft.	6" Perforated Concrete Pipe	.40	320.00
50	lin. ft.	18" Corr. Iron Pipe	1.50	75.00
30	cu. yds.	Rock or Gravel Backfill in Drains	3.00	90.00
2,200	cu. yds.	Removal of Overburden	.12	264.00
11,700	cu. yds.	Pit-run Gravel Base	.25	2,925.00
21,000	yd. mi.	Hauling Gravel Base Materials	.09	1,890.00
300	M-gal.	Sprinkling	1.50	450.00
4.26	miles	Preparation of Base	100.00	426.00
800	cu. yds.	Mineral Aggregate in Place	2.00	1,600.00
116	tons	Emulsified or Cutback Asphalt in Place	22.00	2,552.00
78	tons	SC-6 Road Oil in Place	22.00	1,716.00
			Subtotal	$ 12,413
			10% Engr. & Cont.	1,241
			Total	$ 13,654

Length	4.255 miles
Cost per mile	$ 3,208

Federal Aid Funds Requested- -	$ 8,230
State Funds- -	5,424
	$ 13,654

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

December 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Odell Lake-Walker Mountain Section, Project No. FA 184-A (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 124-A (2)

ODELL LAKE-WALKER MOUNTAIN SECTION
OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

Surfacing and Oiling

160	cu. yds.	Trench Excavation	$ 1.50	$ 240.00
3,200	lin. ft.	6" Perforated Concrete Pipe	.40	1,280.00
140	cu. yds.	Rock or Gravel Backfill in Drains	3.00	420.00
7,800	cu. yds.	Removal of Overburden	.12	936.00
54,300	cu. yds.	Pit-run Gravel Base	.25	13,575.00
204,000	yd. mi.	Hauling Gravel Base Materials	.09	18,360.00
17,000	cu. yds.	4½" - 2" Rock in Base	1.75	29,750.00
8,500	cu. yds.	3/4" - 0" Rock in Base	1.75	14,875.00
1,900	M-Gal.	Sprinkling	1.50	2,850.00
18.75	miles	Preparation of Base	100.00	1,875.00
4,500	cu. yds.	Mineral Aggregate in Place	2.00	9,000.00
484	tons	Emulsified or Cutback Asphalt in Place	22.00	10,648.00
352	tons	SC-6 Road Oil in Place	22.00	7,744.00
			Subtotal	$ 111,553
			10% Engr. & Cont.	11,155
			Total	$ 122,708

Length of Roadway	18.752 miles
Length of Bridges	.048 mile
Total Length	18.800 miles
Cost per mile, Roadway	$ 6,543

Federal Aid Funds Requested- -	$ 74,860
State Funds- -	47,848
	$ 122,708

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

October 21, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of revised estimate for the Odell Lake-Walker Mountain Section, Project No. FA 184-A(2). Likewise are enclosed ten copies of revised bid sheets to be inserted in the proposal forms.

Five sets of blueprint plans are being sent under separate cover.

These papers have been revised by increasing the quantities for "Pit-run Gravel Base" and "Hauling Gravel Base Materials".

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 184-A (1)

ODELL LAKE-WALKER MOUNTAIN SECTION

OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 21, 1938

Surfacing and Oiling

160	cu. yds.	Trench Excavation	$ 1.00	$ 160.00
3,200	lin. ft.	6" Perforated Concrete Pipe	.50	1,600.00
140	cu. yds.	Rock or Gravel Backfill in Drains	1.50	210.00
7,800	cu. yds.	Removal of Overburden	.10	780.00
54,300	cu. yds.	Pit-run Gravel Base	.24	13,032.00
204,000	yd. mi.	Hauling Gravel Base Materials	.11	22,440.00
17,000	cu. yds.	4½" - 2" Rock in Base	1.10	18,700.00
8,500	cu. yds.	3/4" - 0" Rock in Base	1.35	11,475.00
1,900	M-Gal.	Sprinkling	1.00	1,900.00
18.75	miles	Preparation of Base	100.00	1,875.00
4,500	cu. yds.	Mineral Aggregate in Place	2.15	9,675.00
484	tons	Emulsified or Cutback Asphalt in Place	21.50	10,406.00
352	tons	80-6 Road Oil in Place	21.50	7,568.00
			Subtotal	$ 99,821
			10% Engr. & Cont.	9,982
			Total	$109,803

Length of Roadway	18.752 miles
Length of Bridges	.048 "
Total Length	18.800 "
Cost per mile, Roadway	$ 5,855

Federal Aid Funds Requested- -	$ 66,980
State Funds- -	42,823
	$ 109,803

Oregon State Highway Department

Federal Aid Project
No. 184-A ~~(1)~~
(2)

ODELL LAKE-WALKER MOUNTAIN SECTION

OF THE WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 8, 1938

Surfacing and Oiling

160	cu. yds.	Trench Excavation	$1.00	$ 160.00
3,200	lin. ft.	6" Perforated Concrete Pipe	0.50	1,600.00
140	cu. yds.	Rock or Gravel Backfill in Drains	1.50	210.00
7,800	cu. yds.	Removal of Overburden	0.10	780.00
53,300	cu. yds.	Pit-run Gravel Base	0.24	12,792.00
202,000	yd. mi.	Hauling Gravel Base Materials	0.11	22,220.00
17,000	cu. yds.	4½" - 2" Rock in Base	1.10	18,700.00
8,500	cu. yds.	3/4" - 0" Rock in Base	1.35	11,475.00
1,900	M-Gals.	Sprinkling	1.00	1,900.00
18.75	miles	Preparation of Base	100.00	1,875.00
4,500	cu. yds.	Mineral Aggregate in Place	2.15	9,675.00
484	tons	Emulsified or Cutback Asphalt in Place	21.50	10,406.00
352	tons	SO-6 Road Oil in Place	21.50	7,568.00
		Sub-total		$99,361
		10% Engr. & Cont.		9,936
		Total		$109,297

Length of Roadway	18.752 miles
Length of Bridges	.048 mile
Total Length	18.800 miles
Cost per Mile, Roadway	$5,828

Federal Aid Funds Requested- - - - - - - - - - - - - - - - - -	$ 66,680
State Funds- -	42,617
	$109,297

October 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Odell Lake-Walker Mountain Section, Project No. FA 184-A (2).

Five bid proposals and five blueprint copies of the quantity summary and typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
DEC 20 1938
FOR FILING
124-A-2

December 19, 1938

Fisher Bros.
Route 3
Oregon City, Oregon

Gentlemen:

By express we are forwarding to you a fully executed copy of Contract No. 2121 which was awarded to you on November 17, 1938, for surfacing and oiling the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
DEC 3 1938
FOR FILING

184-1-2

December 3, 1938

Oregon State Employment Service
Jack Almeter, Manager
1125 Main Street
Klamath Falls, Oregon

Gentlemen:

In compliance with your request of December 1, we are mailing, under separate cover, one copy of the specifications covering the Odell Lake-Walker Mountain Section in Klamath County.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by M. C. Wood/GS

OREGON STATE EMPLOYMENT SERVICE
AFFILIATED WITH
UNITED STATES EMPLOYMENT SERVICE

RECEIVED
2 - 1938

Mailed
12/3/38
W

1125 Main Street
Klamath Falls, Oregon
December 1, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Would you please send us a copy of the contract awarded Fisher Bros. on the Odell Lake-Walker Mountain Section of the Willamette Highway. F.A. Projects Nos. 184-A(2) and 195-A(2).

Very truly yours,

Jack Almeter
Jack Almeter V.H.
District Manager

ja;vh

RECEIVED
DEC 2 1938
FOR FILING
184-7-3

December 1, 1938

FISHER BROTHERS
Route No. 3
Oregon City, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2121 which was awarded to you on November 17, 1938, by the State Highway Commission, covering the surfacing and oiling of the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

184-a-2

November 19, 1938

Fisher Brothers

Oregon City, Oregon

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for 23.0 miles surfacing and oiling and furnishing crushed rock in stock piles on the Odell Lake-Walker Mountain Section of the Willamette Highway, in Klamath County. This award was based on your low bid of $131,466 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary

MC:AM

cc - Mr. S. H. Probert
Mr. G. S. Paxson

RECEIVED
NOV 21 1938
STATE HIGHWAY COMMISSION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

184-A-2

November 17, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 184-A (2) and 195-A (2), Odell Lake-Walker Mountain section of the Willamette Highway, to Fisher Bros., Oregon City, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By FEAndrews
F. E. Andrews
Sr. Highway Engineer

[illegible]
cc-Mr. R. H. Baldock ✓ [illegible]
Mr. S. H. Probert

FORM 2-8-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
NOV 18 1938
OREGON
STATE HIGHWAY COMMISSION

IN REPLY PLEASE REFER TO FILE NO.

November 17th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

~~Attention: Mr. H. G. Smith~~

Dear Sir:

We are enclosing herewith data pertaining to our application for Special Use Permits from the local Forest Service on the ODELL LAKE-WALKER MOUNTAIN project on the Willamette and The Dalles-California Highways:

Willamette Highway:

1 Sketch Map
1 Copy, Property Description
1 Copy, Approved Special Use Permit, as follows:

M. P.	Acres	Drawing
70.1	5.02	IR2-660
67.6	10.37	IR2-661
74.27	40.00	IR2-662
76.4	3.62	IR2-663
82.8	3.79	IR2-664
86.34	88.47	IR2-665
86.6	2.46	IR2-682

The Dalles-California Highway:

M. P.	Acres	Drawing
195.9	4.03	IR2-659
199.9	2.75	IR2-683
202.87	1.80	IR2-658

Please return three (3) prints each of the above listed drawings.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f
cc-Mr. R. H. Baldock ✓
Mr. S. H. Probert

FORM 2-9-1 2500 4-28

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

UNITED STATES DEPARTMENT OF AGRICULTURE

184-2

November 12, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1938, we are submitting herewith, for comparison of bids, the following estimate on the 23.1 miles of surfacing and oiling of the Odell Lake-Walker Mountain section of the Willamette Highway in Klamath County:

1.	Trench Excavation	230	cu. yds.	@	1.00	230.00
2.	6" Perforated Concrete Pipe	4,000	lin. ft.	@	0.50	2,000.00
3.	18" Corrugated Iron Pipe	50	lin. ft.	@	2.00	100,00
4.	Rock or Gravel Backfill in Drains	170	cu. yds.	@	1.50	255.00
5.	Removal of Overburden	10,000	cu. yds.	@	0.10	1,000.00
6.	Pit-run Gravel Base	66,000	cu. yds.	@	0.20	13,200.00
7.	Hauling Gravel Base Mtls.	225,000	yd. mi.	@	0.08	18,000.00
8.	4½"-2" Rock in Base	17,000	cu. yds.	@	1.35	22,950.00
9.	3/4"-0" Rock in Base	8,500	cu. yds.	@	1.50	12,750.00
10.	Sprinkling	2,200	M-Gals	@	1.25	2,750.00
11.	Preparation of Base	23.01	miles	@	100.00	2,301.00
12.	Mineral Aggregate in Place	5,300	cu. yds.	@	2.20	11,660.00
13.	Emulsified or Cutback Asphalt in Place	600	tons	@	23.00	13,800.00
14.	SC-6 Road Oil in Place	430	tons	@	21.50	9,245.00
15.	3/4"-1/2" Crushed Materials in Stockpile	2,000	cu. yds.	@	1.50	3,000.00
16.	1/2"-1/4" Crushed Materials in Stockpile	3,000	cu. yds.	@	1.50	4,500.00
17.	1/4"-1/8" Crushed Materials in Stockpile	1,000	cu. yds.	@	1.50	1,500.00
	Total amount of Estimate					$ 119,241.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 27 1938
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE NO. 195-A-2

October 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 195-A (2), the Odell Lake section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. 184

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
27 1938
OREGON
STATE HIGHWAY COMMISSION

October 26, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S. & E. documents for Oregon Federal Aid project No. 184-A (2), the Odell Lake-Walker Mountain section of the Willamette Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Very truly yours,

W H Lynch

W. H. LYNCH
District Engineer

October 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter dated April 26, 1938, forwarding copies of General Administrative Memorandum No. 46, setting up the procedure of preparing separate agreement for each project.

It is therefore suggested that title sheets for Federal Aid Projects 175-B (2), 184-A (2) and 195-A (2) be submitted at your early convenience to avoid delay in transmitting the P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

By

L. J. Canfield
Highway Engineer

195-R-2

October 8, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Odell Lake Section, Project No. FA 195-A (2).

Five bid proposals and five blueprint copies of the quantity summary and typical cross-section sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department

Federal Aid Project
No. 195-A (2)

ODELL LAKE SECTION OF THE

WILLAMETTE HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 8, 1938

Surfacing and Oiling

70	cu. yds.	Trench Excavation	$1.00	$ 70.00
800	lin. ft.	6" Perforated Concrete Pipe	0.50	400.00
50	lin. ft.	18" Corrugated Iron Pipe	2.00	100.00
30	cu. yds.	Rock or Gravel Backfill in Drains	1.50	45.00
2,200	cu. yds.	Removal of Overburden	0.10	220.00
11,700	cu. yds.	Pit-run Gravel Base	0.24	2,808.00
21,000	yd. mi.	Hauling Gravel Base Materials	0.11	2,310.00
300	M-Gals.	Sprinkling	1.00	300.00
4.26	miles	Preparation of Base	100.00	426.00
800	cu. yds.	Mineral Aggregate in Place	2.15	1,720.00
116	tons	Emulsified or Cutback Asphalt in Place	21.50	2,494.00
78	tons	SC-6 Road Oil in Place	21.50	1,677.00
			Sub-total	$12,570
			10% Engr. & Cont.	1,257
			Total	$13,827

Length	4.255 miles
Cost per Mile	$3,249

Federal Aid Funds Requested- -	$ 8,440
State Funds- -	5,387
	$13,827

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

124-0-2

RECEIVED
AUG 9 1938
FOR FILING

August 6, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. R. Chandler,
Division Engineer,
Bend, Ore.

Dear Sir:

In regard to the surfacing on the Walker Mt.-Odell Lake Section of the Willamette Highway, it is my understanding that the gravel deposit at M.P. 82.94 be considered unsuitable and that the site selected be the rock quarry at .75 of a mile south of the highway along the telephone line, the gravel pits in Crescent Creek, and the gravel pit at M.P. 67.5.

Contract should consist of 6" of 4½-2" course where rock is used, and 6" course where gravel is used over the entire width of the roadbed covered with 2 coats of SC-2 oil. Contract to be limited to $120,000. The contract should extend from vicinity of M.P. 66 to 87.2 and may include maintenance rock which you wish for the Dalles-California Highway.

The Willamette Highway section should be limited in amount to from $100,000 to $120,000.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

NOTED
State Highway Engineer

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOUVELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 8 1938
FOR FILING
184-a-2

Aug[illegible] 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
tate Highway Engineer

Dear Sir:

In regard to the surfacing on the Walker Mt.-Odell Lake Section of the Willamette Highway , it is my recommendation that the gravel deposit at M.P. 82.94 be considered unsuitable and that the site selected be the rock quarry at .75 of a mile south of the highway along the telephone line, the gravel pits in Crescent Creek, and the gravel pit at M.P. 67.5.

Contract should consist of a 4½-2" course where rock is used, and a "6" course where gravel is used over the entire width of the roadbed covered with 2 coats of SC-2 oil. Contract should be limited to $120,000. The contract should extend from vicinity of M.P. 66 to 87.2 and may include maintenance rock which you wish for the Dalles-California Highway.

The Willamette Highway section should be limited in amount to from $100,000 to $120,000.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
CC to
R.H.Baldock

CONTRACT# [redacted] 2122

21-1205 Newport Rock Production,
Oregon Coast & Corvallis-Newport

2122

August 3, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2122, for the construction of the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways in Lincoln County, has been completed by the contractor, E. F. Altree, and that final settlement will be made by the State with said contractor for work done under said contract on or after August 12, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,591.72, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

Form 336—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending #### July 1, 1939

Section Newport

Kind of work Rock Production

Highway Oregon Coast & Corvallis-Newport

Section prefix 21-1205

Contractor E.F.Altree

Contract number 2122

Date of contract November 17, 1938

Date of completion June 30, 1939

Date work started December 14, 1938

Estimated date of completion June 29, 1939

Amount of contract $10,948.00

Per cent of time elapsed 100 %

Estimated cost of completed project, exclusive of engineering $11,460.

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 930. , 8.5 %

Date project was completed June 29, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Crushing and hauling was completed on June 24th and the fence at M.P. 147 was completed on Thursday June 29th. Measuring of the stockpiles was completed on the 29th and the final estimate will probably be ant in next week.

NOTED
H. N. HACK

NOTED
RAY WEBBER

RECEIVED
JUL 3 - 1939
DIVISION ENGINEER
DIVISION NO. 4

NOTED
H. W.

RECEIVED
JUL 3 1939

NOTED
VAN SCOY

Signed R.A. Furrow

Address Albany.

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities			6,000 cy.		
Estimated quantities moved or placed to date			6,000 cy.		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			4		

Percentages of men employed on contract to be secured from:

County, ...%; County, ...%; County, ...%; County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men	4					1	5
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Fair		
Monday	"		
Tuesday	"		
Wednesday	"		
Thursday	cloudy		
Friday			
Saturday			

RECEIVED
MAY 12 1939

21-1205

May 12th, 1939

Mr. L. C. Brayton
City Recorder
Newport, Oregon

Dear Sir:

In answer to your request that E. F. Altree be allowed to suspend operations on his State Highway maintenance material project in the vicinity of Newport in order to furnish some rock for the city P.W.A. project, I beg to advise that the State project upon which Mr. Altree is working is also a P.W.A. project, and he is going to have very little time to spare to complete our contract by the specified date.

In addition, it would not be good policy for the State Highway Department to allow a contractor to suspend operations on our work in order to take advantage of other opportunities for work. We could not permit Mr. Altree to do this and not allow a contractor having ten times as much work to do it.

There is nothing to prevent Mr. Altree putting on another shift, or two additional shifts if necessary, and completing both jobs.

Very truly yours,

State Highway Engineer

R

ON THE OREGON COAST HIGHWAY, U. S. 101

Newport
YAQUINA BAY

RECEIVED
MAY 10 1939
STATE HIGHWAY COMMISSION

City of Newport, Oregon
RECORDER'S OFFICE
NEWPORT, OREGON

May 8, 1939

REFERRED TO RG Smith
By Asst. State Highway Engineer
for reply

State Highway Comm.
Salem, Oregon.
Gentlemen:- Mr. R.H. Baldock.

The City of Newport has a P.W. A. Street Oiling Project and the Contractor has to get his Rock from E. F. Altree who is also furnishing the Rock for the State.

Our project will have to be completed by June 18th and I am asking if you would release Mr. Altree for a short time from getting out Rock for you and let him get our rock out.

We are afraid that we will lose our Govt Grant if we do not get some action as we are now asking for an extension to June 18th.

The City will appreciate it very much if you will grant this request.

Yours truly,

City of Newport, Ore.

By __________
Recorder.

RECEIVED
JAN 11 1939
FOR FILING

2-120

January 10, 1939

Mr. E. F. Altree

Agate Beach, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2122 which was awarded to you on November 17, 1938, for furnishing crushed rock in stock piles for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

P. S. Please call at Newport, your nearest express office, for this contract.

H.B.G.

RECEIVED
DEC 8 1938
FOR FILING

21-1205

December 7, 1938.

Mr. R. P. Altree,
Agate Beach, Ore.

Dear Sir:
H.G.Smith

H

Reference is made to yours of December 5th, in which you state that as soon as you have received your copy of the contract for the Newport Rock Production project, you will be ready to start operations.

This is to advise that as the Highway Commission is out of the state attending the convention of the American Society of State Highway Officials, it will be impossible to return your copy of the contract before the 15th. Since your contract covers a P.W.A. project, the work must be started on or before December 15th, or funds will lapse.

You may consider this letter your guarantee that the Commission will sign the contract upon their return, and also as your authority to start operations at once.

Yours very truly,

H. G. GLAISTER,
Secretary.

cc to
H.G.Smith

H

RECEIVED
NOV 30 1938
FOR FILING

21-1205

November 30, 1938

Mr. E. F. Altree

Agate Beach, Oregon

Dear Sir:

The four copies of contract No. 2122 for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County, mentioned in our former letter to you of this date, are being sent express to Newport as that is your closest express office. Will you please call for them at this point.

When you have executed all four copies of this contract as to agreement and bond, please return them to this office.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
NOV 30 1938
FOR FILING

21-12

November 30, 1938

Mr. E. F. Altree

Agate Beach, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2122 which was awarded to you on November 17, 1938, for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County.

Will you please execute all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should be furnished this office.

Your attention is also called to the provision on page 16 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:AM
cc - Mr. W. A. Reeves

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

21-1205

November 28, 1938.

Mr. E. F. Altree,
Agate Beach, Ore.

Dear Sir:

The Newport Rock Production Project is a P.W.A. project and work must be started on December 15th, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed June 30th, 1939.

Your cooperation in complying with all requirements as set forth in the plans and specifications will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock ✓
F. D. Eason

NOTED
C. B. McCullough

5

RECEIVED
NOV 21 1938

21-1205

November 19, 1938

Mr. E. F. Altree

Agate Beach, Oregon

Dear Sir:

The State Highway Commission on November 17, 1938, awarded you the contract for the Newport Rock Production Project on the Oregon Coast and Corvallis-Newport Highways, in Lincoln County. This award was based on your low bid of $10,948.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

HC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT # [redacted] 2123

22-2002 Albany Maintenance Bldg.

#2/23

OFFICE COPY

22-2002

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the portion of the minutes of the Oregon State Highway Commission relating to the acceptance by the Commission of Contract No. 2123, with Viesko & Hannaman, for constructing a maintenance building in Albany, Linn County, as the same appears in the minutes of June 6, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also certify that the meeting of the Commission on June 6, 1939, was a regular meeting, having been scheduled at the meeting on May 19, 1939, and that all Commissioners had due notice of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 16th day of June, 1939.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

OFFICE COPY

Portland, Oregon, June 6, 1939

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building, Portland, Oregon. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Huron W. Clough, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * * * * *

The Engineer reported that Contracts Nos. 2095, 2108, 2110, 2123, 2125, 2127, 2130, 2136, 2138, 2143, 2146, 2156, and 2162, for the construction of state highway projects, have been completed according to the requirements of the contracts or modifications thereof, and that said jobs are ready for acceptance. The following resolution accepting the above projects was offered and was adopted by the unanimous vote of the Commission:

> WHEREAS, the Engineer has reported that the following State Highway Commission contracts for the construction of state highway projects have been completed according to the terms and provisions of the contracts and said jobs are now ready for acceptance:
>
> * * * * * * * * * *
>
> Contract No. 2123, with Viesko & Hannaman, for constructing a maintenance building at Albany, in Linn County. Completed May 13, 1939. ✓
>
> * * * * * * * * * *
>
> THEREFORE, BE IT RESOLVED, that the work covered by said state highway contracts for the construction of said state highway projects be declared completed according to the terms of the respective contracts, and said jobs are hereby accepted and final payment in connection with each is hereby authorized.

* * * * * * * * * *

OFFICE COPY

STATE OF OREGON)
(ss.
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the portion of the minutes of the Oregon State Highway Commission relating to the request of Contractors Viesko & Hannaman for an extension of time on their contract for the construction of a maintenance building at Albany, in Linn County, as the same appears in the minutes of June 6, 1939, entered in Volume XXIV of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said portion of said minutes and of the whole thereof.

I also certify that the meeting of the Commission on June 6, 1939, was a regular meeting, having been scheduled at the meeting of May 19, 1939, and that all Commissioners had due notice of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Oregon State Highway Commission this 16th day of June, 1939.

HBGlaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

OFFICE COPY

Portland, Oregon, June 6, 1939

The State Highway Commission met in regular session at 9:00 o'clock A. M. in the Auditorium of the Public Service Building, Portland, Oregon. Present were:

Henry F. Cabell, Chairman
E. B. Aldrich, Commissioner
Huron W. Clough, Commissioner
R. H. Baldock, State Highway Engineer
J. M. Devers, Attorney
H. B. Glaisyer, Secretary

* * * * * * * * * * * *

The Commission had under consideration a request from Viesko & Hammaman, contractors for the construction of a maintenance building at Albany, Contract No. 2123, requesting an extension of time from March 7 to ~~March~~ May 13, 1939, within which to complete this project. They attributed their failure to complete the project within the specified time limit to bad weather conditions which rendered impossible the painting of the exterior brick walls and the construction of driveways at the time that the other work was completed. The Engineer advised that the reason given by the contractor for failure to complete the project within the specified time limit is correct; in fact, he ordered the contractor to close down the work between February 8 and April 11 because he considered it poor engineering to allow the work to proceed under the prevailing conditions. He recommended, in view of the circumstances, that the extension requested be granted without penalty. The Commission approved the recommendation by unanimous vote.

* * * * * * * * * * * *

#2123

22-2002

June 5, 1939

General Casualty Company of America,
Mr. Otto W. Hoppes, Agent,
463 Ferry Street,
Salem, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2123, for the construction of a maintenance building at Albany in Linn County, has been completed by the contractors, Viesko & Hannaman, and that final settlement will be made by the State with said contractors for work done under said contract on or after June 15, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as younas you appear as surety on the bond furnished by the above contractors. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $15,514.90, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2123

FORM 2-E-1 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

May 16, 1939

Mr. H. B. Glaisyer
Secretary
Office

✓

Dear Sir:

This is to advise you that Viesko & Hannaman completed their work on Contract No. 2123, Maintenance Building at Albany, on May 13, 1939. Will you please secure authority from the Commission to pay the final estimate on this job.

4

The specified completion date for this contract was March 7, 1939. We are arranging with the contractor to present his request for an extension of time to cover the overrun in time. This will be forwarded you as soon as it is received in this office.

Very truly yours,

G. S. Paxson
Bridge Engineer

By W. A. Reeves gq.

W. A. Reeves
Office Engineer

CAG CM

APPROVED BY HIGHWAY COMMISSION
DATE June 6, 1939
HBGlaisyer
Secretary

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED

March 7, 1939

22-2052

Mr. C. C. Hockley
Regional Director
Public Works Administration
508 Failing Building
Portland, Oregon

Dear Sir:

Re: Albany Maintenance Building
Docket Number Oregon 1282-F

We are enclosing four certified copies of the excerpts from the minutes of the meeting of the Highway Commission and the resolution accepting the offer on the above named project.

Yours very truly,

R. H. Baldock
State Highway Engineer

By

G. S. Paxson
Bridge Engineer

VM
cc: H. B. Glaisyer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

4-0

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

February 10, 1939

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action, which will effect the acceptance of the PWA's offer to aid by way of grant in financing the construction of the Albany Maintenance Building.

If this resolution meets with your approval, please pass it on to the Secretary, so that he can present it before the Commission at its next meeting.

Yours very truly,

G. S. Paxson
Bridge Engineer

By W A Reeves

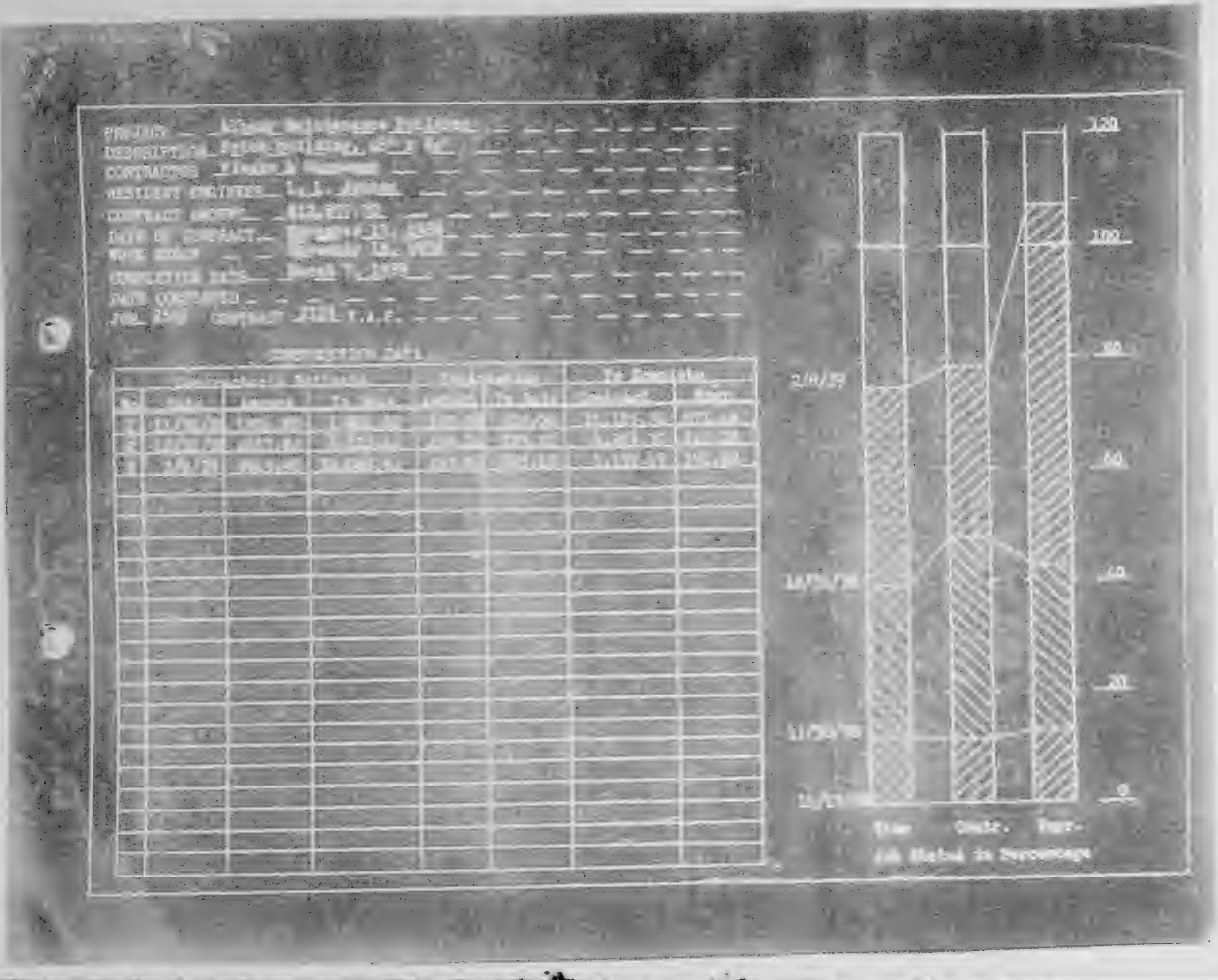
W. A. Reeves
Office Engineer

APPROVED
J M Devers
ATTORNEY FOR HWY. COMM.

CAG:VM
Attachments

REFERRED TO Glaisyer
FOR Commission.
J. M. DEVERS

M



PROJECT
DESCRIPTION
CONTRACTOR
RESIDENT ENGINEER
CONTRACT AMOUNT
DATE OF CONTRACT
WORK ORDER
COMPLETION DATE
DATE COMPLETED
JOB No. CONTRACT

CONSTRUCTION DATA

To Complete

120
100
80
60
40
20
0
2/4/59
11/26/58
Time
Contr.
Expe-
Job Status in Percentage

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
FEB 6 1939
FOR FILING

February 3, 1939

IN REPLY PLEASE
REFER TO FILE NO.
[illegible]-2002

NOTED
Asst. State Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. W. R. Stiffler.

Dear Sir:

Mr. Goodnight has requested that the new oil heater, which it was planned to install in the Albany maintenance building, be placed in the Corvallis maintenance office and the circulating heater be installed in the Albany office instead. Since the Corvallis office is in continual use and will be more important than the office room in the Albany building, I think it would be reasonable to make this change.

It is also suggested that Venetian blinds to be installed in the Albany office be installed at the Corvallis office, and the present blinds at Corvallis be used at Albany.

Yours very truly,

F. D. EASON,
Division Engineer.

FDE:AM
cc Mr. R. H. Baldock ✓

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

RECEIVED
JAN 31 1939
FOR FILING

January 30, 1939

IN REPLY PLEASE REFER TO FILE NO. 22-2002

Mr. R. H. Baldock,
State Highway Engineer,
Office.

NOTED
Asst. State Highway Engineer

Attention: Mr. J. N. Bishop.

Dear Sir:

There are attached hereto a minor betterment work order and a department order for work and materials in connection with the interior finishing of the new maintenance headquarters building at Albany. These are for your approval.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock

RECEIVED
JAN 13 1939
FOR FILING

January 11, 1939

Mr. C. C. Hockley
Regional Director
Public Works Administration
808 Failing Building
Portland, Oregon

Dear Sir:

Re: Albany Maintenance Building
Docket Number Oregon 1282-F

Please consider this as a request for an amendment to our original application for grant to aid in financing the construction of the above-named job. In accordance with R.D. Bulletin 25, we offer the following information in support of our request for an amendment to the application.

A-1. The Highway Commission has authorized R. H. Baldock, State Highway Engineer, to present to PWA a request for an amendment to the original application.

a. The description of the project as presented under the original application still stands. There is no change in the items of work originally planned and stated in the original application.

b. The specific change in the application is requested as follows:

(1) Increase the total estimated cost of the project from $14,000.00, as shown on the original application, to $15,227.70, the revised estimate of cost.

(2) Increase the grant allotment from $6,300.00, as shown on the original application, to $6,852.46, or 45% of the revised estimate of cost to construct the project. (See section A-2 of this letter for a detail of the revised estimate of cost to construct.)

c. Funds in the amount of 55% of the total estimated cost will be supplied by the Highway Commission from general highway revenues. These funds are available at this time and are on deposit with the Treasurer of the State of Oregon.

A-2. Estimates of the cost of the project are detailed below. The estimate submitted with the original application was general, as all of the details in connection with the job had not been developed at that time. In comparing the application estimate with the revised or detailed estimate, we do not consider the extra items shown as a change in plan, but as a development of detail.

Application Estimate
July 25, 1938

Preliminary		$ 100.00
Right of Way		2,000.00
Construction:		
Building Complete	$6,500.00	
Sewer & Water	1,025.00	
Fencing	1,500.00	
Gas Pump & Canopy	450.00	
Gravel Fill	750.00	
Gravel Surfacing	350.00	
Grading	150.00	
Contingencies	500.00	
Total Construction		11,225.00
Engineering		675.00
Total of Application Estimate		$14,000.00

PWA Share	$6,300.00
State Share	7,700.00
	$14,000.00

Revised Estimate
January 4, 1939

	Preliminary			$ 60.00
	Right of Way			1,025.00
	Construction			
520 cu.yds.	Excavating & Placing Top Soil Cover	$ .57	$ 296.40	
620 cu.yds.	Excavation, Single Classif.	.57	353.40	
500 cu.yds.	Excavation, Trench	.60	300.00	
50 cu.yds.	Excavation, Borrow	.57	28.50	
6 M gals.	Sprinkling	2.00	12.00	
1380 lin.ft.	Woven Wire Fence	.95	1,311.00	
1500 cu.yds.	3"-0" Material in Surfacing	.70	1,050.00	
280 cu.yds.	1"-0" Material in Surfacing	1.30	364.00	
200 cu.yds.	Filler	.45	90.00	
100 yd.mis.	Filler Haul	.25	25.00	
47 cu.yds.	Class "A" Concrete	15.00	705.00	
28 cu.yds.	Class "B" Concrete	15.00	420.00	
1 only	Fire Hydrant	165.00	165.00	
550 lin.ft.	6-inch Water Main	1.20	660.00	
115 lin.ft.	2-inch Water Main	1.00	115.00	
580 lin.ft.	6-inch Sewer Pipe	.58	336.40	
	Const. Maint. Building	5,600.00	5,600.00	
	Gas Pump, Tank, & Canopy	880.00	880.00	
	Office for Govt. Inspector	140.00	140.00	
	Subtotal		12,857.70	
	Contingencies		514.00	
	Total Construction			13,371.70
	Engineering			771.00
	Total Estimated Cost			$15,227.70

Funds Required

PWA Grant	$6,852.46
State	8,375.24
	$15,227.70

B. An election to supply the additional funds necessary is not required.

C. Plans for the project have not been revised. They remain the same as those submitted with the contract documents before the call for bids was issued.

The State Highway Commission is endeavoring in every way to cooperate with the Public Works Administration in getting work started at the earliest possible date. In line with this, our applications were submitted in advance of detailed information on this project. As noted above, the total cost of this project has exceeded our preliminary estimates. All of this work will be done under your regulation, and all of it will provide the labor which is a primary object of your program. We would ask that the grant allotment be increased to cover the usual percentage of federal participation on such projects.

Yours very truly,

C. B. McCullough
Assistant State Highway Engineer

CBM:VH
cc: C. C. Hockley - 3
R. H. Baldock
G. S. Paxson

RECEIVED
DEC 6 1938
FOR FILING

22-2002c

December 5, 1938

VIESKO & HANNEMAN
Salem, Oregon

Gentlemen:

We are handing you herewith fully executed copy of State Highway Commission Contract No. 2123 which was awarded you on November 17, 1938, covering construction of a highway maintenance building in Albany, Linn County.

This copy is for your records and files.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MEL

22-2002

November 22, 1938

Viesko & Hannaman
828 South 12th St.
Salem, Oregon

Gentlemen:

We are handing you herewith four copies of State Highway Contract No. 2123 which was awarded to you on November 17, 1938, covering construction of a maintenance building at Albany, Oregon.

Will you please execute all four copies of this contract as to agreement and bond. When this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on Page 50 of the General Provisions relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

JMcF:AM

Secretary

cc - W. A. Reeves

RECEIVED
NOV 21 1938
FOR FILING

22-2002

November 19, 1938

Vipsko & Hannaman
828 South 12th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on November 17, 1938, awarded you the contract for construction of a maintenance building at Albany, in Linn County. This award was based on your low bid of $12,857.70 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

FORM 2-E-1 6M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
NOV 8 1938

22-2002

RECEIVED
LEGAL DEPT

October 15, 1938

Mr. J. M. Devers
Attorney
State Highway Department
Office

Dear Sir:

Attached find copies of a resolution prepared for the Commission's action which will effect the adoption of wage rates to be inserted in the bidding proposals for the Albany Maintenance Building.

If this resolution meets with your approval, will you please present it to the Secretary, in order that he may bring it before the Commission at its next meeting.

Very truly yours,

G. S. Paxson
Bridge Engineer

By

W. A. Reeves
Office Engineer

APPROVED
JMDevers
ATTORNEY FOR

REFERRED
TO Glaisyer
FOR Commission
J. M. DEVERS

CAG:VM
Attachments

M

A RESOLUTION ESTABLISHING MINIMUM WAGE RATES TO BE PAID BY CONTRACTORS FOR LABOR ON THE ALBANY MAINTENANCE BUILDING

P.W.A. DOCKET NO. OREGON 1282-F

WHEREAS, a thorough investigation has been made of the hourly wage rates which are being paid in Linn County, which is the locality in which the proposed project (hereinafter referred to as "Project") is to be constructed by the Oregon State Highway Commission, to employees in each trade or occupation engaged in work of a nature similar to the work to be performed in the construction of said project, and the prevailing hourly wage rates being paid in such locality to such employees for such work have been determined by an examination of the wage rates paid on various jobs as listed in our letter of September 22 to Mr. C. C. Hockley, which work is comparable to the work to be performed in this project.

NOW, THEREFORE, Be It Resolved by the Oregon State Highway Commission of the State of Oregon that the following rates for the respective trades or occupations listed below shall be and are hereby fixed as the minimum hourly wage rates and have been determined in accordance with rates prevailing for work of a similar nature in the locality in which the project is to be constructed:

Brick layers	$1.50
Carpenters	1.00
Concrete finishers	1.12½
Electricians	1.00
Glaziers	1.00
Hoisting engineers (1 drum)	1.00
Wood and metal lathers	1.37½
Mortar mixers	0.90
Painters	1.00
Plasterers	1.37½
Plumbers	1.25
Sheet metal workers	1.00
Truck drivers	0.62½
Laborers, common	0.62½
Laborers, Building Trades	0.75

Be It Further Resolved that the foregoing list of trades or occupations includes to the best of our knowledge all the classifications of employees who will be engaged in work on said project other than executive, supervisory, administrative, clerical, or other non-manual workers as such.

STATE OF OREGON)
) ss
COUNTY OF MARION)

I, H. B. Glaisyer, Secretary of the Oregon State Highway Commission, do hereby certify that the attached copy of the resolution adopted by the State Highway Commission establishing wage rates to be paid on the Albany Maintenance Building Project, in Linn County, as the same appears in the minutes of October 20, 1938, entered in Volume XXIII of the minute book, wherein official acts of the said Oregon State Highway Commission are recorded, has been compared by me with the original and that the same is a true and correct copy of the said resolution.

I also hereby certify that the meeting of the Commission on October 20, 1938, was a regular meeting of the Oregon State Highway Commission, having been scheduled at its meeting on September 29, 1938, at which time all members of the Commission were present.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the Oregon State Highway Commission this 21st day of October, 1938.

H B Glaisyer
Secretary
OREGON STATE HIGHWAY COMMISSION

FORM 2-E-1 1M 6-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

RECEIVED
FOR
2

August 29, 1938

Mr. J. M. Devers
Attorney
Office

Dear Sir:

Herewith six copies of a resolution for the Commission's action that will effect the acceptance of the PWA Offer to aid in financing the construction of the Albany Maintenance Building. If this resolution meets with your approval, will you please hand it to the Secretary in order that he may present it to the Commission for their action.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

REFERRED
TO Glaisyer
FOR Certificate
J. M. DEVERS

CAG DK
Attachments

APPROVED
J M Devers
ATTORNEY FOR HWY COMM

Mr H

RECEIVED
DEC 9 1938
FOR FILING

22-2002

July 1, 1938

3]

Mr. G. S. Paxson
Bridge Engineer
O F F I C E

Gen. [illegible]
I have [illegible]
[illegible]
[illegible] in the
[illegible] matter.
[illegible]

ting

nance

A.

Secretary

cc - Mr. Baldock

RECEIVED
DEC 9 1938
FOR FILING

22-8002

July 1, 1938

33

Mr. G. S. Paxson
Bridge Engineer
OFFICE

Dear Sir:

The State Highway Commission, at its meeting on June 29, decided to construct the Albany maintenance building as a P.W.A. project rather than as a W.P.A. project as was previously discussed.

Very truly yours,

Secretary

HBG:AM

cc - Mr. Baldock

2-E-1 2M 12-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

37

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith comparative estimates of cost on the proposed Albany maintenance shed; first, under a WPA set-up, and second, under a PWA set-up. These estimates are based upon the addition of an office room for construction and locating parties to the standard 32 by 76 foot maintenance building. It also contemplates the furnishing of the salvaged brick from the old brewery building without cost to the project.

1. Cost under WPA set-up

Materials, engineering and Equipment furnished by State	$ 5,555.00
WPA labor	3,765.00
Total cost	$ 9,320.00
State Cost	$ 5,555.00

2. PWA set-up, total cost of construction.

PWA set-up, total cost of construction.	$ 8,850.00
Engineering not cooperated in by government	500.00
State cost 55% of $8,850 plus $500	$ 5,367.00

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
CC H. B. Glaisyer

R

FORM 5-K-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 28, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Herewith comparative estimates of cost on the proposed Albany maintenance shed; first, under a WPA set-up, and second, under a PWA set-up. These estimates are based upon the addition of an office room for construction and locating parties to the standard 32 by 76 foot maintenance building. It also contemplates the furnishing of the salvaged brick from the old brewery building without cost to the project.

1. Cost under WPA set-up

Materials, engineering and Equipment furnished by State	$ 5,555.00
WPA labor	3,765.00
Total cost	$ 9,320.00
State Cost	$ 5,555.00

2. PWA set-up, total cost of construction.	$ 8,850.00
Engineering not cooperated in by government	500.00
State cost 55% of $8,850 plus $500	$ 5,367.00

Very truly yours,

G. S. Paxson
Bridge Engineer

GSP DK
CC H. B. Glaisyer

RECEIVED
DEC 9 1938
FOR FILING
22-2

June 23, 1938

B

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission considered at the meeting on June 15, 1938, the matter of constructing a maintenance shed at Albany, using brick salvaged from the old brewery building.

It was proposed to do this work as a WPA project at a total cost of $8,259 of which amount $5,042 represents state funds. The Commission deferred its decision until its meeting on June 30 when you are to report on the cost to construct this building on the PWA basis.

It is my understanding that the Commission approved a WPA project for the salvaging of the brick. The estimated cost to salvage this brick was $500, securing brick worth $1,200.00.

Very truly yours,

HBG:AM

Secretary

cc - Mr. Paxson
Mr. Bishop

2-5-1 5M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

B

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

June 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

Our estimate of the cost of a maintenance shed at Albany using the salvaged brick from the old brewery building and constructing the building as a WPA project is as follows:

32' x 76' Brick Structure

Classification of Work	Material Cost (State Funds)	Labor Cost (WPA Funds)
1. Building complete	$ 1,865.00	$ 1,995.00
2. Fencing site	1,034.00	345.00
3. Gas pump and canopy	270.00	135.00
4. Grading and surfacing	515.00	200.00
5. Landscaping	250.00	250.00
6. Engineering and supervision	500.00	-0-
7. Equipment Rental	150.00	-0-
Subtotal	$ 4,584.00	$ 2,925.00
10% contingencies	458.00	292.00
Total Cost to State	$ 5,042.00	
Total W.P.A. Cost		$ 3,217.00
Grand total for project		$ 8,259.00

If you wish to put on this project it would be well to start the application for WPA participation in the near future.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer
J. N. Bishop

2-E-1 2M 12-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

G. S. PAXSON
BRIDGE ENGINEER

OREGON STATE HIGHWAY COMMISSION
BRIDGE DEPARTMENT
SALEM

2f

June 11, 1938

Mr. R. H. Baldock
State Highway Engineer
Office

Dear Sir:

We estimate that it will cost approximately $500 in state funds to sponsor a WPA project for the salvaging of the brick in the old brewery building at Albany. The brick, salvaged, will be worth approximately $1,200 at current price for used brick.

Mr. Bishop advises that there is need for a maintenance building at Albany. We can use these brick in the construction of the end and back walls of such a building, and if the work is done through WPA, we can get a semi-fireproof building cheaper than we could get a frame building and purchase new lumber for the job.

Very truly yours,

G S Paxson

G. S. Paxson
Bridge Engineer

GSP DK
cc H. B. Glaisyer
J. N. Bishop

CONTRACT#2124

22-1201 Lebanon-Foster Sec. Rock 1938
Prod. Proj., Santiam Hwy.

#3164

#2124

22-120/9

April 12, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2124, for the construction of the Lebanon-Foster Section of the Santiam Highway in Linn County, has been completed by the contractor, A. S. Wallace, and that final settlement will be made by the State with said contractor for work done under said contract on or after April 22, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $12,859.75, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

2124

RECEIVED
APR 1 - 1939
STATE HIGHWAY COMMISSION

UNITED STATES FIDELITY AND GUARANTY COMPANY
PORTLAND OFFICE
120 1112 BEDELL BUILDING, PORTLAND, OREGON
MORRISON K. SPROTT
22 Manager
TELEPHONE: ATWATER 8483

April 3, 1939

Oregon State Highway Commission
Salem, Oregon

Re: 58810-12-694-38 - A. S. Wallace

Gentlemen:

The above bond covers contract for furnishing 7500 cu. yds. of crushed materials in stockpiles on the Lebanon-Foster Section of the Santiam Highway in Linn County.

We ask that you kindly complete the enclosed form and return it to us at your earliest convenience.

A stamped, self-addressed envelope is enclosed for your convenience in returning the above mentioned form.

Yours very truly,

Raymond C. Weir
Surety Superintendent

JJ
Encl.

Pd - $11,837.83
Rd - $1,315.31

F-104

Form 330—5M—7-38

GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending March 4, 1939 , 193

Section Lebanon Foster Rock Broduction.

Kind of work Rock Production

Highway Santiam

Section prefix 22-1201

Contractor A.S. Wallace

Contract number 2124

Date of contract Nov. 17 1938 , 193

Date of completion June 30, 1939 , 193

Date work started Nov. 28, 1938 , 193

Estimated date of completion , 193

Amount of contract $

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $

Per cent of contract completed, based on total contract price %

Engineering cost to date, $, %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

I got in touch with Mr Wallace and he had one man fixing the fences on Wednesday and Thursday and they were fixed up in a very good manner. The low posts were faised and the high ones were sawed off so that htey presented a uniform appearance.

NOTED
RAY WEBBER

RECEIVED
MAR 6 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Signed L D Marr

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

#2124

RECEIVED
MAR [illegible] - 1939
FOR FILING
22-1201

March 4, 1939

United States Fidelity & Guaranty Company,
M. K. Sprott, Agent,
Bedell Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to A. S. Wallace on Contract No. 2124, Lebanon-Foster Section of the Santiam Highway in Linn County. This payment will be made on or after March 14th, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

R. H. Baldock

March 1st, 1939

NOTED
State Highway Engineer

-1201

COST ANALYSIS - FINAL REPORT
South Santiam Highway
Lebanon-Foster Rock Production
Contract #2124 Prefix 22-1201

A. S. Wallace, Contractor

L. D. Mars, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-½" Cr. Mat'ls in S.P.	$3,527.45	2,785.6 cu. yds.	1.266	1.40	$3,899.84
½" - ¼" " " " "	4,136.44	3,266.5 " "	1.266	1.40	4,573.10
¼"-1/8" " " " "	3,285.34	2,594.4 " "	1.266	1.40	3,632.16
Clearing & Grubbing Stockpile Sites	32.40	All			30.00
Leveling Stockpile Sites	58.05	"			70.00
Woven Wire Fence	203.64	121.56 rods	1.67	1.60	194.50
Woven Wire Gates	21.55	2	10.77	16.00	32.00
Rejects	549.63	2,198.5 cu. yd.	0.25	0.25	549.63
Reject Haul	186.95	1,899.2 yd. mi.	0.098	0.10	189.92
	$12,001.43				$13,171.15

Gross Revenue	$13,171.15
Total Cost	12,001.43
Net Profit Equals	$1,169.72

Net Profit Equals 8.9% of the Gross Revenue

Detail of Cost
Lebanon-Foster Rock Production

Labor:					
Labor				$3,505.32	
State Industrial Accident Insurance				155.62	
Unemployment & Social Security				140.21	
Public Liability				35.05	
					$3,836.20
Materials:					
Woven Wire Fence	121.56	rods at	$0.3228	$39.24	
Barbed " "	244	" "	0.0411	10.02	
Staples and Nails				1.50	
Fence Posts	172	"	0.12	20.64	
					71.40
Small Tools and Miscellaneous Supplies:					
Equipment Rental				$3,112.00	
Gas, Oil and Grease				1,955.90	
Small Tools and Miscellaneous Supplies				1,593.99	
Overhead Expense				750.00	
Lumber				349.52	
Public Utility Commission				201.71	
Bond				131.71	
					8,093.83
Total Expense					$12,001.43

Lebanon-Foster Rock Production
A. S. Wallace, Contractor

REMARKS:

This 8,646 cubic yard P.W.A. oil rock production contract was bid and awarded November 17th, 1937. The erection of the plant was begun November 29th, and crushing was started December 26th. The contract was completed February 11th, 1939.

An excellent plant was erected at a gravel deposit 1 mile east of M.P. 27.2. The plant consisted of a 1" - 0" scalping screen, a 15" x 36" jaw crusher, a 9" x 36" jaw crusher, a 30" x 18" roll crusher and two 3' x 12' screens. Power was supplied with a 120 h.p. diesel engine. Material was dragged an average of 150 feet in two 2-yard buckets connected in tandem spaced about 75 feet from each other. This was done because of the long drag. Power was supplied with a 100 h.p. 2-drum gas hoist. The entire plant was in good condition and there were few breakdowns. A total of 224 hours were worked in producing the 8,646 cubic yards of crushed rock (does not include 2,198.5 cu. yds. of rejects) for an average hourly production of 38 cu. yds.

Some difficulty was had in producing the $\frac{1}{4}$" - 1/8" crushed rock as the contract called for equal quantities of 3/4" - 1/2", 1/2" - 1/4" and 1/4" - 1/8" rock. Under average conditions the crushing can be expected to produce an average of 33% of each size when the 1/8" - 0" is retained. Since practically 50% of the 1/4" - 0" rock was lost when screening out the 1/8" - 0" the contractor's percentage of production ran 37%, 37% and 24% on the 1/4" - 1/8" rock. Therefore, when the necessary quantity of 2,500 cu. yds. of 3/4" - 1/2" rock and 2,500 cubic yards of 1/2" - 1/4" rock were about out, the contractor was still short 800 cubic yards of the specified 2,500 cubic yards of 1/4" - 1/8" rock. The State then agreed to take any additional 1/2" - 1/4" crushed rock if the contractor would recrush the 3/4" - 1/2" rock so as to get the desired 2,500 cubic yards of 1/4" - 1/8".

This contract was bid right and handled efficiently.

E. H. Clymer
Cost Analyst

By . . J. D. Nelson

Detail Cost of Crushed Rock
Lebanon-Foster Rock Production

Quantity of Material

2,785.6 cu. yd.	3/4 - 1/2
3,266.5 " "	1/2 - 1/4
2,594.4 " "	1/4 - 1/8
8,646.5 cu. yd.	Total Crushed Rock

	Cost	Yardage	Unit Cost	
Move In from Roseburg and Dismantle Plant Ready to Move Out	$1,624.99	8,646.5 cu. yd.	$0.188	
Set Up	1,994.73	" " "	0.231	
Dragline Mat'l to Trap	1,790.83	" " "	0.207	
Crush	3,831.16	" " "	0.443	
Cost in Bunker				$1.069
Haul	2,267.26	" " "	$0.262	
Stockpile	282.12	" " "	0.033	
				0.295
	$11,791.09	8,646.5 cu. yd.		$1.364

The quantities shown do not include 2,198 cubic yards of reject rock.

The plant was well constructed, and the cost of setting up is high for this size job.

The cost of draglining the material was high due to hard digging which wore out $500 worth of line and tore one bucket in two.

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 28, 1939

22-1201

IN REPLY PLEASE
REFER TO FILE NO.

22-1201

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

There is attached hereto the engineer's explanation of overruns and underruns exceeding 10 per cent of the preliminary estimate on the Lebanon-Foster Rock Production Project, Contract No. 2124.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock ✓
Mr. S. H. Probert

NOTED
State Highway Engineer

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

February 25, 1939

IN REPLY PLEASE REFER TO FILE NO.
22-1201

NOTED
te Highway Engineer

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are transmitting herewith 4 copies of the estimate, 3 copies of the quantity summary sheet, Introduction Cards, one book of field notes, one folder of platted cross-sections and five blueprints in connection with the semi-final estimate on the Lebanon-Foster Rock Production Project, contract No. 2124. The engineer's explanation of overruns and underruns, together with a request for additional authorization will be submitted in the next few days.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc Mr. R. H. Baldock
Mr. S. H. Probert
Mr. J. W. McCallister

Form 338—5M—7-38

O GON STATE HIGHWAY COMMISS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending February 18, 1939, *193*

Section Lebanon- Foster

Highway Santiam

Contractor A. S. Wallace

Date of contract Nov. 17, 1938, *193*

Date work started Nov 29, 1938, *193*

Amount of contract $11,927.00

Kind of work Rock Production

Section prefix 22-1201

Contract number 2124

Date of completion June 30, 1939, *193*

Estimated date of completion , *193*

Per cent of time elapsed 32 %

Estimated cost of completed project, exclusive of engineering $ 10,840.00

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 700.00, %

Date project was completed Feb. 11, 1939, *193*

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

The sections have been plotted and computed and the final estimate completed except for adjustment of haul, this question will be taken up in Salem on Saturday and the estimate will be brought to Salem Tuesday.

RAY WEBBER

RECEIVED
FEB 21 1939
DIVISION ENGINEER
DIVISION 2

NOTED
VAN SCOY

Signed L D Mars

Address

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project					
Miles partially completed					
Miles completed					
Total estimated quantities					
Estimated quantities moved or placed to date					
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... **County,** ....%; .... **County,** ....%; .... **County,** ....%; .... **County,** ....%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., **Power graders** ...., **Rollers** ...., **Mixers** ...., **Crushing or screening plants** ....,

Compressors ...., **Bulldozers** ...., **Sheet-foot rollers** ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday			
Monday			
Tuesday			
Wednesday			
Thursday			
Friday			
Saturday			

FORM 2-A-1 6M 9-38

COMMISSIONERS:
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED

February 7th, 1939

NOTED

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

Attention: Mr. F. E. Andrews.

Dear Sir:

In regard to the test reports on the 1/4" - 1/8" crushed gravel on Oregon P.W.A. Project 1372-F, Unit A of the Lebanon-Foster Section of the Santiam Highway, I beg to advise that the 1/4" - 1/8" material meets the specifications as nearly as it is practical to screen it and is satisfactory to the State Highway Department. It is true that about 20% is below the 1/8" size; whereas, the tolerance only permits 15%, but there is only 3% below the 10-mesh size; therefore, 97% of the undersize is between the 1/8" and 10-mesh which is highly desirable for seal work in oiling.

As the contractor first had his screens arranged, the material (while it passed the specifications) had an insufficiency of the finer material; therefore, he was requested to adjust the screens to provide more fine material. He was unable to adjust them to keep exactly within the tolerance limit, but since the fine material is above the 10-mesh size, we feel that the material is perfectly satisfactory and even better for our purpose than the 1/4" - 1/8" size.

The purpose of writing our specifications for 1/4" - 1/8" size is to allow for dry screening, but when wet screening is employed our specifications could better be written 1/4" - 10-mesh, and would be so written if we were able to decide in advance whether the operation would be wet or dry screening.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

RECEIVED
JAN 11 1939
FOR FILING

22-1201

January 10, 1939

United States Fidelity & Guaranty Co.
M. K. Sprott, Agent
11[illegible]2 [illegible] Building
Portland, Oregon

Gentlemen:

We are sending to you today, by express, a fully executed copy of Contract No. 2124 which was awarded to A. S. Wallace on November 17, 1938, for furnishing crushed materials in stock piles on the Lebanon-Foster Section of the Santiam Highway, in Linn County.

This is being sent to you inasmuch as you appear surety on the bond furnished by the contractor in connection with this job and is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
JAN 11 1939
FOR FILING

22-1201

January 10, 1939

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2124 which was awarded to you on November 17, 1938, for furnishing crushed materials in stock piles on the Lebanon-Foster Section of the Santiam Highway, in Linn County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
NOV 30 1938
FOR FILING

22-1201

November 30, 1938

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2124 which was awarded to you on November 17, 1938, for furnishing crushed materials in stock piles on the Lebanon-Foster Section of the Santiam Highway, in Linn County.

Will you please execute all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should be furnished this office.

Your attention is also called to the provision on page 17 of the General Conditions, Part II, relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

[redacted]
cc - Mr. W. A. Reeves

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
NOV 30 1938
FOR FILING

22-1281

November 28, 1938.

IN REPLY PLEASE
REFER TO FILE NO.

Mr. A. S. Wallace,
Roseburg, Ore.

Dear Sir:

The Lebanon-Foster job is a P.W.A. project and work must be started on December 15th, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed June 30th, 1939.

Your cooperation in complying with all requirements as set forth in the plans and specifications will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E.Low
H
CC to
R.H.Baldock
F. D.Eason

[illegible] NOV 19 1938
FOR FILING

22-1201

November 19, 1938

Mr. A. S. Wallace

Roseburg, Oregon

Dear Sir:

The State Highway Commission on November 17, 1938, awarded you the contract for furnishing crushed rock on the Lebanon-Foster Section of the Santiam Highway, in Linn County. This award was based on your low bid of $10,840.00 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

MC:AM Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

CONTRACT# [redacted] 2125

104-1202 Olney Jewell Sec., Rock Production
Nehalem Secon. Hwy.

2125

RECEIVED
JUL 13 1939
FOR FILING

July 13, 1939

Shell Oil Company,
1220 S. W. Morrison,
Portland, Oregon.

Attention: Mr. Frank J. Hurner.

Gentlemen:

In response to your inquiry of July 11th you are advised that the D. L. Ashton, Contract No. 2125, Olney-Jewell Section in Clatsop County, was completed April 27, 1939. This contract was accepted June 6, 1939.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
JUL 12 1939
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET
PORTLAND, OREGON
TELEPHONE ATWATER 7321

July 11, 1939

Oregon State Highway Department
Salem, Oregon

Attention: Mr. H. B. Glaisyer

Gentlemen:

Re: D. L. Ashton - Contract #2125.

It is our understanding this contract has been completed for sometime, but we do not have the date of acceptance.

Will you, therefore, kindly advise us of the official acceptance date.

Very truly yours,

SHELL OIL COMPANY
Incorporated

RER:JM

FRANK J. TURNER
Division Credit Manager

RECEIVED
MAY 26 1939
FOR FILING

104-1202

May 25, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2125, for the construction of the Olney-Jewell Section of the Nehalem Secondary Highway in Clatsop County, has been completed by the contractor, D. L. Ashton, and that final settlement will be made by the State with said contractor for work done under said contract on or after June 5, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $11,745.60, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

RECEIVED
MAY 23 1939
FOR FILING

104-1202

May 23, 1939

SHELL OIL COMPANY, INC.
1220 S. W. Morrison Street
Portland, Oregon

Attention Frank J. Hurner

Gentlemen:

In response to your inquiry of May 18 you are advised that the D. L. Ashton contract, No. 2125, Olney-Jewell Section, in Clatsop County, was completed April 27, 1939. The project has not yet been accepted nor has final payment been made.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

2125
Ashton

RECEIVED
MAY 19 1939
TELEPHONE ATWATER 7321
OREGON
STATE HIGHWAY COMMISSION

SHELL OIL COMPANY
INCORPORATED
1220 S.W. MORRISON STREET

PORTLAND, OREGON

May 18, 1939

State of Oregon
Highway Commission
Salem, Oregon

Attention: Mr. Glaisyer

Gentlemen:

Re: D. L. Ashton
Contract No. 2125

Will you kindly favor us with a progress report on the above contract at this time. If the job has been completed, may we have the completion and acceptance dates.

Very truly yours,

SHELL OIL COMPANY
Incorporated

FRANK J. HURNER
Division Credit Manager

Done
Apr. 27, 1939
[illegible] accepted

RER:GC

E - $11,492.07
[illegible] - $1,149.21
[illegible] - $10,342.86

R. H. Baldock

Fi Cost Analysis - May 15th, 193

Olney-Jewell Section
Prefix 104-1202

Nehalem River Highway
Contract No. 2125

D. L. Ashton, Contractor
C. C. Chapman, Resident Engineer

NOTED
State Highway Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
3/4"-1/2" Cr. Rock in S.P.	$4,104.36	2,443.07 cu. yd.	1.68	1.10	$2,687.38
1/2"-1/4" " " " "	4,137.52	2,462.81 " "	1.68	1.10	2,709.09
1/4"-1/8" " " " "	2,686.42	1,599.06 " "	1.68	0.72	1,151.32
Hauling Cr. Rock to Stockpile	3,076.29	37,757.9 yd. mi.	0.081	0.085	3,209.42
Clear & Grub Stockpile Site	392.93	All Specified	392.93	500.00	500.00
Leveling " "	130.47	" "	130.47	250.00	250.00
Woven Wire Fence	119.51	98.98 Rods	1.20	1.10	108.88
" " Gates	24.00	3 each	8.00	10.00	30.00
PA #1:					
Placing Talus Rock at M.P. 23.86	185.21	233.5 cu. yd.	0.79	0.94	219.49
" " " " " 27.39	199.63	174.0 " "	1.15	1.24	215.76
PA #2:					
1-1/4"-3/4" Cr. Rock in S.P.	348.56	207.48 " "	1.68	1.10	228.23
Hauling " "	131.57	1,571.1 yd. mi.	0.081	0.085	133.54
Screen Rejects in S.P.	175.72	702.89 cu. yd.	0.25	0.25	175.72
Hauling "	118.89	1,467.9 yd. mi.	0.081	0.085	124.77
	$15,831.08				$11,743.60

Total Cost	$15,831.08
Gross Revenue	11,743.60
Net Loss	$4,087.48

Net Loss Equals 34.8% of Gross Revenue

Olney-Jewell

Detail of Cost

Labor:

Supervision (D. L. Ashton 4 mos. at $200)		$800.00	
Labor		4,280.94	
S.I.A.C. ~~5%~~ 5½% of Payroll		235.45	
Social Security & Unemployment Insurance 4%		171.24	
			$5,487.63

Materials:

Cedar Fence Posts	190 at $0.12 Ea.	$22.80	
Woven Wire Fence	100 rods " 0.40	40.00	
			62.80

Equipment Rental & Misc. Supplies:

Equipment Rental (Hired)	$3,415.00	
Equipment Rental (Owned) includes repairs	820.00	
Truck Hire (Not including labor)	2,783.26	
Materials for Plant Set-Up	226.86	
Small Tools	299.94	
Plant Repairs	857.94	
Explosives	205.90	
Gas, Oil and Grease	741.58	
Freight & Cartage (Move In)	372.37	
Bond	117.43	
Public Liability	40.78	
General Overhead	399.59	
		10,280.65
		$15,831.08

Onley-Jewell

Breakdown of Crushing Costs

	Cost	Total Yards Crushed	Cost per Yd.
Move In & Set Up Plant	$1,355.43	7,415.31	$0.183
Drill & Shoot in Quarry	331.67	"	0.045
Load in Quarry	1,697.10	"	0.229
Haul to Crusher	732.13	"	0.099
Crushing	6,356.33	"	0.857 ~~0.0857~~
Proratable (Bond & Overhead)	785.45	"	0.106
	$11,258.11	7,415.31	$1.519

Sizes Crushed

3/4" - 1/2"	2,443.07 cu. yd.
1/2" - 1/4"	2,462.81 " "
1/4" - 1/8"	1,599.06 " "
1-1/4" - 3/4"	207.48 " "
Screen Rejects	702.89 " "
Total	7,415.31 cu. yd.

Olney-Jewell

REMARKS:

This P.W.A. contract for the crushing and stockpiling of maintenance rock was awarded on November 18th, 1938. The contractor started work on December 14th, and completed on April 13th, 1939.

The plant was set up in the Flagstone quarry which is located on a CCC road 1.4 miles north of Welkers store on the Nehalem River Highway. The crushing equipment consisted of a 10" x 36" jaw crusher and two 20" Traylor gyratories and a 3' x 8' vibrating screen. Power was secured from two 40 PD motors and from a 76 h.p. tractor equipped with a pulley. All equipment, with the exception of the tractor, was rented from Saxton, Looney and Risley at a rental charge of $900 per month. The contractor also paid all repair costs on the rented equipment.

A compressor was used for only one day's drilling in the quarry and all other quarry work was done by hand labor. The method used was to dig small holes in the foot of the quarry face and place light loads of powder. While this made the drilling and shooting cost low, it increased the cost of crushing as there was seldom sufficient loose rock in the quarry to permit easy loading by the shovel. The rock broke in slabs about 1" thick which made crushing difficult as these slabs would often slip through the jaw crusher and jam the bucket elevator. The costs of crushing were excessive due to frequent breakdowns and to the high repair costs. About 20% of possible operating time was lost on account of shutdowns for repairs. Production was low averaging only 19½ yards per hour, and the plant operated only one 8-hour shift per day.

The rock was loaded in the quarry by a 3/8-yard shovel and a light truck hauled to the plant. From 6 to 8 light hired trucks hauled to the stockpiles.

The contractor's lack of experience together with excessive repair costs and the low plant production combined to cause a large loss on this contract. The cost of the work could have been substantially reduced had the contractor used a coyote hole to shoot the quarry at the start of the job which would have secured an ample supply of loose rock. An additional shift on the crusher would also have reduced the rental charge per yard.

E. H. Clymer
Cost Analyst

By . . V. F. Jones

Form [illegible]—7-38

GON STATE HIGHWAY COMMIS

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending April 29, 1939, 193

Section Olney-Jewell

Kind of work Rock Production

Highway Nehalem Secondary

Section prefix 104-1202

Contractor D. L. Ashton

Contract number 2125

Date of contract Nov. 18, 1938, 193

Date of completion June 30, 1939, 193

Date work started Dec. 14, 1938, 193

~~Estimated~~ date of completion April 27, 1939, 193

Amount of contract $ 10,272

Per cent of time elapsed 71 %

Estimated cost of completed project, exclusive of engineering $ 11,743.60

Per cent of contract completed, based on total contract price 100 %

Engineering cost to date, $ 953.24, 8.12 %

Date project was completed , 193

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Wednesday: Party set right of way pins on stockpile sites acquired from Tidewater Timber Company.

The contractor completed fencing of stockpile sites, the final work on the contract, April 27, 1939.

RECEIVED
MAY 1 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

NOTED
H. W. LIB

NOTED
VAN SCOY

Signed J. C. Chapman J. C. Chapman

Address Jewell, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project			21		
Miles partially completed					
Miles completed					
Total estimated quantities			6670		
Estimated quantities moved or placed to date			6670		
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day			1		
Hours per shift			8		
Average force on project for week			2		

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Showers		
Monday	"		
Tuesday	"		
Wednesday	Cloudy		
Thursday	Clear		
Friday	"		
Saturday	Showers		

FORM 8-A-1 5M 1-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

~~SALEM~~
JEWELL
April 27, 1939

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 2 - 1939
FOR FILING

114-1202

Mr. W. H. Lynch,
District Engineer,
U. S. Bureau of Public Roads,
New Postoffice Building,
Portland, Oregon.

NOTED
Asst. State Highway Engineer

RECEIVED
MAY 1 - 1939
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Dearv Sir:

Completed today P. W. A. 1373-F (Unit 'C'), Olney-Jewell Section, Contract No. 2125.

J. C. Chapman
J. C. Chapman
Resident Engineer

cc R. H. Baldock ✓
S. H. Probert
F. D. Bason.

RECEIVED
JAN 11 1939
FOR FILING

104-[illegible]

January 10, 1939

Mr. D. L. Ashton

Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of contract No. 2125 which was awarded to you on November 18, 1938, for furnishing crushed rock in stock piles on the Olney-Jewell Section of the Nehalem Secondary Highway, in Clatsop County. This is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM 401 P. 4-37 5M

2125

Union Oil Company of Califo

PRODUCERS AND REFINERS OF
CRUDE OIL, FUEL OIL, ROAD OIL AND ASPHALT,
UNION GASOLINE, KEROSENE AND DISTILLATES
'RED LINE' LUBRICATING OILS AND GREASES.

YEON BUILDING
522-S.W. 5TH AVE.
Portland, Oregon

ATWATER 9521

RECEIVED
JAN 4 - 1939
OREGON
STATE HIGHWAY COMMISSION

January 3, 1939

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

D. L. ASHTON
Lebanon, Oregon

It is our understanding that Mr. Ashton has been awarded a contract for graveling the Olney-Jewell section of the Nehalem Secondary Highway in Clatsop County.

We anticipate furnishing petroleum products to this job and will therefore appreciate your completing the attached questionnaire and return to this office in the enclosed business reply envelope.

Thank you.

Yours very truly

D. E. NICHOLS
District Credit Supervisor

By: L. Harbison

LH:B
Attachments

RECEIVED
NOV 30 1938
FOR FILING
104-1222

November 30, 1938

D. L. Ashton

Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, four copies of State Highway Contract No. 2125 which was awarded to you on November 18, 1938, for furnishing crushed rock in stock piles on the Olney-Jewell Section of the Nehalem Secondary Highway, in Clatsop County.

Will you please execute all four copies of this contract as to agreement and bond and, when this has been done, return all copies to this office for approval by the State Highway Commission. When the Commission's approval has been secured we will furnish you with a fully executed copy of the contract for your files. We will also furnish a copy to the surety on your bond.

Your attention is called to Page 1 of the General Conditions relating to Workmen's Compensation Insurance and also to Public Liability and Property Damage Insurance to be furnished in connection with this contract. Such insurance should be sent in with the signed contract and a certified copy of the policy and five copies of a certificate of insurance covering the policy should also be furnished this office.

Your attention is also called to the provision on page 16 of the General Conditions - Part 11 - relating to payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

Secretary

MC:AM

cc - Mr. W. A. Reeves

5

FORM 5-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

104-12

November 28, 1938.

Mr. D. L. Ashton,
Lebanon, Ore.

Dear Sir:

The Olney-Jewell job is a P.W.A. project and work must be started December 15th, 1938 without fail or the funds will lapse. It is imperative that the project be started on time as funds must not be allowed to lapse. May we have an acknowledgement of your ability to comply therewith.

We also wish to point out to you that the project must be completed June 30th, 1939.

Your cooperation in complying with all requirements as set forth in the plans and specification will be greatly appreciated.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock ✓
F. D. Eason

NOTED
C.B.McCu

104-1202

November 19, 1938

Mr. D. L. Ashton
Lebanon, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for furnishing crushed rock on the Olney-Jewell Section of the Nehalem Secondary Highway, in Clatsop County. This award was based on your low bid of $10,272 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MG:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

Mr. C. C. Hockley
Failing Bldg.
Portland, Oregon

RECEIVED
OCT 6 8
FOR FILING

NOTED

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
F. D. EASON, DIVISION ENGINEER
SALEM

164-1202

October 4, 1938

IN REPLY PLEASE
REFER TO FILE NO.
104-61

Mr. R. H. Baldock,
State Highway Engineer,
Office.

Attention: Mr. H. G. Smith.

Dear Sir:

We are submitting herewith in triplicate a "Statement of Material Sources and Stock Pile Sites" for the proposed rock production project on the Jewell-Olney Section of the Nehalem Secondary Highway, in Clatsop County.

Yours very truly,

F. D. EASON,
Division Engineer.

By

G. W. ROSS,
Office Engineer.

GWR:AM
cc R. H. Baldock

CONTRACT# [redacted] 2125

175-B(2) Ochoco Dam-Marks Creek Sec., 1938
Ochoco Hwy.

2126

R N Baldock

17

ember 20th, 1939

NOTED
State Highway Engineer

COST ANALYSIS-FINAL REPORT

Ochoco Highway, Ochoco Dam-Marks Creek Section
Contract 2126 Prefix 7-1103
McNutt Brothers, Contractors
Forrest Cooper, Resident Engineer

Item	Cost	Quantity	Unit Cost	Unit Bid	Gross Revenue
Clearing & Grubbing	$1,133.27	100%			$2,000.00
Trench Excavation	1,772.67	3,501.8 cu. yd.	0.51	0.60	2,101.08
Excavation, Single Class	25,131.59	217,797.7 cu. yd.	0.115	0.21	45,737.52
Truck Haul	8,346.59	55,643.9 yd. mi.	0.15	0.15	8,346.59
Finishing Roadbed & Slopes	1,898.00	7.55 Miles	250.00	200.00	1,510.00
Rounding Cutbanks	360.76	5,215 lin. ft.	0.07	0.06	312.90
18" Corr. Iron Pipe	3,098.52	2,718 " "	1.14	1.22	3,315.96
24" " " "	1,035.96	582 " "	1.78	1.90	1,105.80
36" " " "	574.20	174 " "	3.30	3.60	626.40
18" Corr. Iron Siphon Pipe	806.40	480 " "	1.68	1.85	888.00
30" " " " "	163.52	56 " "	2.92	3.05	170.80
Salvaging Culvert Pipe	237.60	528 " "	0.45	0.50	264.00
*Class "A" Concrete	1,126.50	37.55 cu. yd.	30.00	30.00	1,126.50
*Metal Reinf. in Siph. Boxes	62.91	629.1 lb.	0.10	0.10	62.91
*Lumber in Flume	483.75	6.450 M-FBM	75.00	75.00	483.75
4½"-2" Rock in Base	41,473.20	40,660 cu. yd.	1.02	1.00	40,660.00
3/4" - 0" Rock in Base & Sh.	21,807.60	21,380 " "	1.02	1.00	21,380.00
Sprinkling	3,454.70	3,524.3 M-Gals.	0.95	1.00	3,524.30
Preparation of Base	695.20	9.97 Miles	70.00	100.00	997.00
Mineral Aggregate in Place	13,898.87	6,580 cu. yd.	2.11	2.05	13,489.00
SC-6 Road Oil in Place	8,613.01	447.07 Tons	19.26	22.00	9,835.54
Cutback Asphalt in Seal Coat	2,244.01	116.48 "	19.26	22.00	2,562.56
3/4"-½" Cr. Rock in Stockpile	2,717.56	2,123.1 cu. yd.	1.28	1.30	2,760.03
½"-¼" " " " "	2,735.61	2,137.2 " "	1.28	1.30	2,778.36
¼"-1/8" " " " "	1,145.08	894.6 " "	1.28	1.30	1,341.90

Item	Cost	Quantity		Unit Cost	Unit Bid	Gross Revenue
*Structural Excavation	1,072.37	306.39	cu. yd.	3.50	3.50	1,072.37
*Struct. Ex. Below Elev. Shown	28.95	8.27	cu. yd.	3.50	3.50	28.95
*Class "B" Concrete	823.50	32.94	" "	25.00	25.00	823.50
*Class "D" Concrete	2,731.00	109.24	" "	25.00	25.00	2,731.00
*Metal Reinf. in Bridges	1,071.20	21,424	lbs.	0.05	0.05	1,071.20
*Treated Lumber	3,376.80	32.16	m-fbm	105.00	105.00	3,376.80
*Concrete Handrail	1,309.50	291	lin. ft.	4.50	4.50	1,309.50
EWO #1. Dig well & install pipe line.	620.95					620.95
#2. Dig clay from soft spots & backfill with gravel	401.96					401.96
#3. Slope protection	142.43					142.43
#4. Repair irrigation ditch	396.46					396.46
#5. Preparation of S.P. sites.	129.77					129.77
#6. Exc. clay from areas of failure.	267.90					267.90
P.A. #1. Construct metal Flume	397.80	510	lin. ft.		0.78	397.80
" " #2. Cement Adj. in Fav. State		14	bbl.		3.09	- 43.26
" " #3. Screen Rejections	735.33	2,941.3	cu. yd.		0.25	735.33
Haul Screen Rejects	101.80	1,018	yd. mi.		0.10	101.80
" " #4. Barreling Excess SC-6 Road Oil	112.65	7.51	tons		15.00	112.65
" " #5. 1¼-3/4 Min. Aggr. in S.P.	179.19	199.1	cu. yd.			179.19
Haul Adj. in favor of State						- 584.46
Adjustment on Surf. Haul						529.20
	$158,916.64					$181,181.94

* Work done by Snook Bros.

Gross Revenue	181,181.94
Total Cost	158,916.64
Net Profit	22,265.30

Net Profit Equals 12.3% of Gross Revenue.

Ochoco Dam-Marks Creek

Detail of Cost

Labor:

Supervision	$4,434.30	
Labor	41,647.75	
State Industrial Accident Insurance	3,511.55	
Social Security & Unemployment Insurance	1,909.42	
		$51,503.52

Materials:

18" Corr. Iron Pipe	2718	lin. ft.	at	0.82	$2,228.76	
18" " " " Bands	68	each	"	1.36	92.48	
24" " " "	582	lin. ft.	"	1.33	774.06	
24" " " " "	15	each	"	1.68	25.20	
36" " " "	174	lin. ft.	"	2.66	462.84	
36" " " " "	5	each	"	2.67	13.35	
18" Corr. Iron Siphon Pipe	480	lin. ft.	"	1.08	518.40	
18" " " " Bands	12	each	"	1.51	18.12	
30" " " " Pipe	56	lin. ft.	"	2.16	120.96	
30" " " " Bands	2	each	"	2.22	4.44	
Simplex Steel Flume	500	lin. ft.	"	0.54	270.00	
Special Tapered Inlet Section					14.54	
SC-6 Road Oil	454.58	Tons	"	4.30	1,954.70	
Cutback Asphalt	116.48	"	"	8.50	990.00	
Freight on Oil					5,169.58	
						12,657.43

Equipment Rental, Supplies and Miscellaneous:

Equipment Rental		$46,840.00	
Gas, Oil and Grease		15,955.00	
Explosives		6,356.00	
Small Tools, Supplies & Misc.		6,465.51	
Freight		976.25	
Move In		1,275.00	
Misc. & Overhead Expense		851.60	
Bond	1% of Gross Revenue	1,686.08	
Home Office	1% " " "	1,686.08	
			82,091.52

Sub-Contracted -	12,664.17
	$158,916.64

Ochoco Dam-Marks Creek Section

Breakdown of Crushed Rock

	Cost	Quantity	Unit Cost
Set Up	$1,893.36	76,915.3 cu. yd.	$0.025
Drill and Shoot	17,077.47	" " "	0.222
Load	5,469.87	" " "	0.071
Haul to Crusher	3,530.00	" " "	0.046
Crush	20,906.65	" " "	0.272
Supervision & Proratables	5,280.56	" " "	0.069
Cost in Bunker	$54,157.91	76,915.3 cu. yd.	$0.705

Quantities and Sizes of Crushed Rock

4½" - 2" Rock in Base	40,660.0 cu. yd.
3/4" - 0" " " " and Shoulders	21,380.0 " "
Mineral Aggregate	6,580.0 " "
3/4" - 1/2" Cr. Rock in Stockpile	2,123.1 " "
1/2" - 1/4" " " " "	2,137.2 " "
1/4" - 1/8" " " " "	894.6 " "
Screen Rejections	2,941.3 " "
1¼" - 3/4" Cr. Rock in S.P.	199.1 " "
	76,915.3 cu. yd.

Two prospective quarries were designated; the one at Station 185 was composed of rock of dice formation, and a set-up at this quarry would have required an average haul on surfacing rock of 3.55 miles. The contractor, however, elected to use the site at Station 335 as the haul from this quarry would result in an average of about 2.4 miles. This quarry contained rock of fine grained and massive character. To face the quarry horizontal holes were drilled, and thereafter vertical holes were drilled and shot in the conventional manner. The rock broke quite large, and consequently some reshooting was necessary so that it could pass into the large 24" x 36" primary jaw crusher. A shovel of 1½ cu. yd. capacity loaded the material into Ford trucks which hauled 300 feet to the crushing plant. Due to large production of shovel the unit cost of loading was kept at a minimum. The haul to crusher was facilitated by keeping haul road in good condition and confining the backing-up distance of the trucks to a minimum.

The crushing plant consisted of a large nearly new semi-portable Pioneer outfit. It consisted of 3 crushers (24" x 36" SKF bearing jaw equipped with traveling type combination feeder and grizzly, 54" x 24" corrugated shells roll and 40" x 20" roll recrusher), 2 vibratory screens (4' x 12' and 4' x22' double pan gradation), 3 portable bunkers (2 - 21 cu. yd. and 1 - 37 cu. yd.) and 3 caterpillar diesel engines (2 - D 13,000 and 1 - D 17,000). Erection of plant was started on April 25th, and on May 29th crushing operations were begun and continued with two 6-2/3-hour shifts per day until July 29th, at which time a total of 614 hours had been operated to crush 76,915.3 cu. yds., or an average of 125 cu. yds. per hour. In figuring the cost of crushed rock a rental rate for the plant of $0.17 per cu. yd. was used. This is somewhat high, but it is justified as this was the only job it worked on during the course of the year. The plant was so equipped that six sizes of rock could be produced simultaneously.

The 4½" - 2" surfacing material was dumped on the road into windrows directly from trucks. Heavy caterpillar motor patrols then spread the rock, and after that it was compacted by rolling and followed by 3/4" - 0" spread from trucks. On the east portion of the contract, where the old road facilitated the detouring of traffic, the spreads were made the full width of the roadway, but on the west portion of the section the spreads were made on half widths. The street work was performed at a cost of about $0.16 per cu. yd. of surfacing, which is quite low. The cost of the average haul of about 2.4 miles amounted to $0.21 or $0.09 per yard mile.

Breakdown of Oil Costs

	Cost	Quantity	Unit Cost
Heat	$742.93	563.55 Tons	$1.318
Haul	604.82	" "	1.073
Spread	820.00	" "	1.455
Traffic Control	173.50	" "	0.308
Supervision & Proratable	540.00	" "	0.958
Oil	7,975.77	" "	14.15
Total Cost	$10,857.02	563.55 Tons	$19.26

Ochoco Dam-Marks Creek Section

REMARKS:

This contract consisted of the grading of 7.68 miles of highway roadbed, the construction of 10.0 miles of crushed rock surfacing and the application of 10.0 miles of oil mat surface treatment (Type O-11 modified). It was bid November 10th, 1938; work was started November 30th and completed August 26th, 1939.

For the grading work the contractor moved in 4 caterpillar tractors (3 RD-8's and 1 RD-6), 3 LeTourneau scrapers (1 - 12 cu. yd., 1 - 13 cu. yd. and 1 - 20 cu. yd.) and one 1½ cu. yd. shovel. The single classification excavation was composed of material ideally suited for scraper work with the exception of about 6,000 cu. yds. that required shooting and some channel changes which was done with shovel. Due to efficient operation and the small percentage of material requiring shooting, a good profit was earned on the excavation item.

The oiling was performed during the month of August, and the weather was ideal. This coupled with fair operation and good equipment resulted in nominal costs. Little interference from traffic was encountered.

The bridges and concrete work were done by Snook Brothers.

This job was well supervised and was handled efficiently. The bid of $1.00 on surfacing rock is obviously too low, but due to high rate of production the costs were kept at a minimum both at the plant and on the road. The equipment used on the surfacing and grading was in excellent condition.

E. H. Clymer
Cost Analyst

By . . Henry Jullum

Form E-20—Revised—25M—4-30

OREGON STATE HIGHWAY COMMISSION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1939

Subject: Keystone Ranch

REFERRED TO
RHB
By Asst. State Highway Engineer

To:
Mr. W. M. Chandler,
Division Engineer,
State Highway Department,
Bend, Oregon.

Dear Sir:

A day of two ago Mr. Parker and I had lunch at the same table with Mr. Van Duser and Mr. Greenwood of the Bank of California. Mr. Greenwood is interested in the property in Central Oregon known as the Keystone Ranch. I believe that we recently acquired right of way through the Ranch and we had considerable trouble about providing water facilities for the company's ranch business. However, that seems to have yielded to a solution that is satisfactory to the owners of the ranch.

The thing that does seem a little troublesome now or at least is causing some anxiety to the company is the possibility that willows which we have planted to control erosion may, during high water, give way and flood the alfalfa fields of the company.

This situation was called to my attention so that we might look into it before damage results and I told Mr. Greenwood that I would convey to you this information and in this case I urge very strongly that if there is any likelihood of erosion and flood and damage that we go into the situation now and see if something can be done to avoid it, because if it happens after having been forewarned by the company we will have little, if any, alibi.

Yours very truly,

J. M. DEVERS

NOTED
Highway Engineer

JMD:PW

cc R. H. Baldock ✓
H. G. Smith
J. M. Bishop

175-B-2

November 27, 1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are hereby notified that State Highway Contract No. 2126, for the construction of the Ochoco Dam-Marks Creek Section of the Ochoco Highway in Crook County, has been completed by the contractors, McNutt Brothers, and that final settlement will be made by the State with said contractors for work done under said contract on or after December 7, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existance of any claims, debts, dues or demands incurred in the performance of such work and remaining unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractors in connection with this contract will be $181,181.94, including the final payment. Of this amount $1,959.47 was for force account work.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

F P 1[illegible]-1
2126

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

Stencil No. 3.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAP 175-C (1), Mill Creek-Marks Creek Section ________, was made by a representative of this office on September 30, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield,
Senior Highway Engineer.

For

FAP 175-F-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

FEDERAL WORKS AGENCY
PUBLIC ROADS ADMINISTRATION

Stencil No. 8.

IN YOUR REPLY PLEASE
REFER TO FILE No.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 17, 1939

Mr. R. H. Baldock,
State Highway Engineer,
Salem, Oregon.

Dear Sir:

Final inspection of FAP 175-B (2), Ochoco Dam-Mill Creek Section ________________, was made by a representative of this office on September 30, 1939. Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield,
Senior Highway Engineer.

For

175-B

October 2,1939

Maryland Casualty Company,
Hansen & Rowland, Inc. Agents,
Washington Building,
Tacoma, Washington.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to McNutt Brothers on Contract No. 2126, Ochoco Dam-Marks Creek Section of the Ochoco Highway in Crook County. This payment will be made on or after October 12, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

Secretary.

Dict. by J. McFarland.

Form [illegible]

175-B-2

EGON STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 16, 1939

Section OCHOCO DAM-MARKS CREEK

Kind of work Grading, Surfacing & Oiling

Highway Ochoco

Section prefix 7-1103

Contractor McNutt Bros.

Contract number 2126

Date of contract Nov. 18, 1938

Date of completion ......, 193....

Date work started Nov. 30, 1938

Estimated date of completion ......, 193....

Amount of contract $171,865.30

Per cent of time elapsed ......%

Estimated cost of completed project, exclusive of engineering $180,650.91

Per cent of contract completed, based on total contract price 105 %

Engineering cost to date, $ 12,905.76, 7.51 %

Date project was completed ......, 193....

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Estimate and supporting data complete. All records submitted to Division Engineer on Wednesday of this week.

Final REport

NOTED
[illegible]

NOTED
VAN SCOY

Signed Cooper

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.68	10.0		10.0	
Miles partially completed					
Miles completed	7.68	10.0		10.0	
Total estimated quantities					
Estimated quantities moved or placed to date	217,789	62,040	5,154.9	6,580	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

County, %; County, %; County, %; County, %

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels , Power graders , Rollers , Mixers , Crushing or screening plants ,

Compressors , Bulldozers , Sheet-foot rollers , ... , ... , ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Cloudy		
Tuesday	Cloudy		
Wednesday	Cloudy		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

Form 338—5M—7-38

175-B-2

✓

GON STATE HIGHWAY COMMISS N

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY

For Week Ending September 9, 1939

Section OCHOCO DAM-MARKS CREEK

Kind of work Grading, Sufacing & Oiling

Highway Ochoco

Section prefix 7-1103

Contractor McNutt Bros.

Contract number 2126

Date of contract Nov. 18, 1938

Date of completion September 30, 1939

Date work started Nov. 30, 1938

Estimated date of completion , 193

Amount of contract $171,865.30

Per cent of time elapsed %

Estimated cost of completed project, exclusive of engineering $180,649.92

Per cent of contract completed, based on total contract price 105 %

Engineering cost to date, $12905.76, 7.51 %

Date project was completed August 26, 1939

General information covering progress of work by party and by contractor, important development, instructions to contractors, instructions from Division Engineers, exchanges in personnel of party, etc.:

Final estimate complete. Am computing some haul items for adjustment of rock price for 3rd lift of surfacing as ordered by Mr. H. G. Smith, Construction Engineer. Estimate and records will be turned over to Division Engineer early next week.

NOTED
RAY WEBBER

NOTED

Signed

Address Madras, Oregon

Mail original copy to Salem and duplicate copy to Division Engineer on Saturday of each week, retain triplicate copy for your own file

STATE PRINTING DEPT.

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.68	10.0		10.0	
Miles partially completed					
Miles completed	7.68	10.0		10.0	
Total estimated quantities					
Estimated quantities moved or placed to date	217,789	62,040	5,154.9	6580	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL AND BITUMINOUS MACADAM	PAVING
Miles in project	7.68	10.0		10.0	
Miles partially completed					
Miles completed	7.68	10.0		10.0	
Total estimated quantities					
Estimated quantities moved or placed to date	217,789	62,040	5,154.9	6580	
Average daily quantities					
Average daily quantities necessary to complete project on time					
Number shifts per day					
Hours per shift					
Average force on project for week					

Percentages of men employed on contract to be secured from:

.... County, ...%; .... County, ...%; .... County, ...%; .... County, ...%

	NUMBER USED AND SECURED FROM					CONTRACTOR'S KEY MEN, ETC.	TOTAL
	COUNTY	COUNTY	COUNTY	COUNTY	OTHER SOURCES		
Men							
Men and teams							
Men and trucks under 3 tons							
Men and trucks over 3 tons							
Men and tractors							

Equipment used during week: Shovels ...., Power graders ...., Rollers ...., Mixers ...., Crushing or screening plants ....,

Compressors ...., Bulldozers ...., Sheet-foot rollers ...., ..., ..., ...

	WEATHER	HRS. DELAY	CAUSE OF DELAY
Sunday	Clear		
Monday	Clear		
Tuesday	Clear		
Wednesday	Clear		
Thursday	Clear		
Friday	Clear		
Saturday	Clear		

FORM 5-B-1 1M 8-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

C. B. McCULLOUGH
ASSISTANT HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 3 1939
FOR FILING

115-

June 28, 1939

RECEIVED
JUL 3 - 1939
OREGON
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED
Asst. State Highway Engineer

Dear Sir:

We submit herewith six copies of Price Agreement No. 3, on the Ochoco Dam-Marks Creek project, McNutt Bros., Contract No. 2126, establishing a price for the hauling and placing of screen reject material where needed on subgrade or finishing course on side road approaches.

Under the terms of the contract the screen rejections can only be hauled and stockpiled for the same consideration as established by this price agreement.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

rms/e
encls.
cc Mr. Baldock

RECEIVED
MAY 23 1939
FOR FILING

175-R-2

May 23, 1939

FOREST PRODUCTS TREATING COMPANY
824 Pittock Block
Portland, Oregon

Attention H. P. Foster

Gentlemen:

Reference is made to your letter of May 18 concerning McNutt Brothers' contract, No. 2126, for the construction of the Ochoco Dam-Marks Creek Section in Crook County.

You are advised that this contract was approximately 43% complete on May 10. The total amount paid the contractors to date is $63,325.42 and the retained percentage is $11,175.07. The estimated date of completion is September 30, 1939.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

JM:MBL

#2126
[illegible] Cr

G COMPANY

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING

MAY 19 1939

James —

Wouldn't you like to answer this.

Cuyier's weekly report shows grading about 95% complete with surfacing and oiling to be done or about 50% of total contract being completed.

He estimates job will be completed on time - Sept 30 - 39

L
Low

oject on
hoco High-
which
others of

advise us
tance by
nder this

y,

TREATING CO.

ET

5/May 10 -
E $74,500.49
[illegible] - $11,175.07
Cd -$63,325.42
43% complete

#2124
Crook Co

FOREST PRODUCTS TREATING COMPANY
824 PITTOCK BLOCK
PORTLAND, OREGON
C. L. MEYERS, SALES MANAGER

WILLIAM E. DOAN
MANAGER

PLANTS
THE DALLES, OREGON
LARAMIE, WYOMING

May 18, 1939

MAY 19 1939

Bridge Department
Oregon State Highway Commission
Salem, Oregon

Gentlemen: C-2150

Kindly refer to the Ochoco Dam Project on the Marks Creek Section of the Ochoco Highway in Crook County, Oregon, for which contract was awarded to McNutt Brothers of Eugene, Oregon.

We will appreciate it if you will advise us the state of completion and acceptance by the State of the work performed under this contract.

Yours very truly,

FOREST PRODUCTS TREATING CO.

HPF P H. P. Foster

5/May 10-
$74,500.49
$11,175.07
$63,325.42
43070 [illegible]

RECEIVED
MAY 4 - 1939
FOR FILING

74 175-C-1

May 3, 1939

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of April 15, 1939, we are sending, under separate cover, five blueprint copies of sheet No. 2 of the plans for the Ochoco Dam-Marks Creek Section, Project No. FA 175-C (1), which sheet has been revised to show the construction details for the metal flume on wood bents to be constructed under Price Agreement No. 1.

The materials in the metal flume will conform with the specification given in the standard specification form for corrugated iron culverts.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

April 15, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to Mr. Probert's April 12th letter requesting approval of Price Agreement No. 1 for a metal flume on the Ochoco Dam-Marks Creek project, F.A.P. 175-C (1).

As stated in that letter, authority was given by telephone to start this work on April 10, 1939.

As the substitution of the metal for the box flume will change the flume details, we should have revised prints of Plan Sheet No. 2. Also it does not appear that your standard specifications cover the kind of metal to be used in the flume.

Approval has been made on the attached copy of the work order subject to satisfactory adjustment of the above mentioned details.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

Encl.

[illegible]

FORM 6-B-1 800 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
HURON W. CLOUGH, CANYONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
MAY 4 - 1939
STATE HIGHWAY COMMISSION

May 3rd
1939

175-B-2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

I am sending you herewith the following data pertaining to a small tract of land on the OCHOCO DAM-MARKS CREEK section of the Ochoco Highway which has been tested and found to be fair topping material:

1 Sketch Map, tracing cloth
1 Copy, Property Description
1 Copy, Request for Authority to Open Negotiations
1 Copy, Statement of Information
1 Copy, Coordinate Sheet

We have some weak places on the subgrade on this section and I was thinking of having some of this hauled out to these soft places before the application of heavy rock. This can be done under our contract as "common material, plus haul". The value of it is small and should not exceed $50.00.

If you approve of this purchase, I think I can have Mr. Cooper obtain the option, if it is not convenient to have a right of way representative go out.

The two gravel topping tests are Laboratory Report #118409 and 118410.

Also, in addition to the above explanation, this will come in very handy for maintenance on shoulders and other purposes. It is of no agricultural value.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f
cc-Mr. R. H. Baldock ✓
Encls.

RECEIVED
APR 24 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE REFER TO FILE No.

Stencil No. 124
Oregon FAP 175-C (1),
Ochoco Dam-Marks Creek Sec.,
Ochoco Highway.

April 20, 1939

FAP 175-C-1

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Tron

Agr- 38454

Form P. R. 2

State Oregon

Federal Aid Project No. 175-C(1)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939 by and between The Oregon State Highway Commission, constituting for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of November, 1931, a project statement, which was approved by the Secretary on the 15th day of February, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section C(1) of said project which were recommended for approval by the United States District Engineer on the 19th day of October, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of one hundred one thousand, three hundred and 00/100 dollars ($101,300.00) as the share of the United States payable under said act on account of Section C(1) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—5518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chap. 175, laws 1917; Chap. 31, laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 189+15 in the NW 1/4 Section 34, T. 14 S.,
R. 17 E., W.M., the easterly end of Section B(2) of said project,
and survey station 589+40 in the NW 1/4 Section 22, T. 14 S.,
R. 18 E.

, length 7.579 miles, in Crook County, being Section C(1) of Oregon Federal Aid project No. 175, consisting of 7.554 miles of roadway and 2 bridges, each of more than 20 feet clear span, 0.025 of a mile in length.

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

8—5514

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section C(1) of said project shall not in any event exceed the sum of one hundred one thousand, three hundred and 00/100 dollars ($101,300.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of one hundred sixty-six thousand, fifty-three and 00/100 dollars ($166,053.00), the approved total estimated cost of Section C(1) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)

of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. **112.**

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 7 1939, 19......

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By ....
....
(Title of officer)

By ....
....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE 8—5515

Form PR. 8—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 175-C(1) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 166,053.00 as the total estimated cost of said project, and the sum of $ 101,300.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 7 1939

one thousand nine hundred and ______

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U.S. GOVERNMENT PRINTING OFFICE 8—[illegible]

RECEIVED
APR 24 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY

IN YOUR REPLY PLEASE
REFER TO FILE No. OP 175-B-2

Stencil No. 124
Oregon FAP 175-B (2),
Ochoco Dam-Marks Creek,
Ochoco Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

Encls.

Kor

A+pe- 38453

Form P. R. 2

Federal Aid

State Oregon

Project No. 175-B(2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939

by and between Oregon State Highway Commission, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 12th day of November, 1931, a project statement, which was approved by the Secretary on the 15th day of February, 1932, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section B(2) of said project which were recommended for approval by the United States District Engineer on the 19th day of October, 1938 and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of ten thousand, seventy and 00/100 dollars ($10,070.00) as the share of the United States payable under said act on account of Section B(2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

8—6818

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

Article I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State from Chapter 175, laws 1917; Chap. 31, laws 1920. (Include date and citation of act of legislature by which authorized)

(*b*) From other sources (State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

Article II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 60+80 in the NE 1/4, Section 6, T. 15 S., R. 17 E., W. M., the east end of Section A of said project, and survey station 189+15 in the NW 1/4, Section 34, T. 14 S., R. 17 E., W. M.

, length 2.418 miles, in Crook County, being Section B(2) of Oregon Federal Aid project No. 175, consisting of 2.418 miles of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~of miles in length~~.

8—5518

CHARACTER AND METHOD OF CONSTRUCTION

ARTICLE III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

Article IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section B(2) of said project shall not in any event exceed the sum of ten thousand, seventy and 00/100 dollars ($10,070.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of sixteen thousand, five hundred seven and 00/100 dollars ($16,507.00), the approved total estimated cost of Section B(2) of said project.

PAYMENTS

Article V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to State Treasurer

(Official or depository)

hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed~~ the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

Article VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chap. 41, laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112.

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the ______ day of APR 7 1939, 19____

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell
Chairman, State Highway Commission
(Title of officer)

By E B Aldrich
Member, State Highway Commission
(Title of officer)

By F L TouVelle
Member, State Highway Commission
(Title of officer)

By ______
______
(Title of officer)

By ______
______
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

The Secretary of the Treasury, and

The State Highway Department of the State of Oregon

Pursuant to the acts above cited, I hereby certify—

First. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 175-B(2) State of Oregon

Second. That in accordance with said provisions I have approved the sum of $ 16,507.00 as the total estimated cost of said project, and the sum of $ 10,070.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ______ day of APR 7 1939 one thousand nine hundred and ______

Secretary of Agriculture,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

2300 4-38

COMMISSIONERS
F. CABELL, CHAIRMAN, PORTLAND
LDRICH, PENDLETON
TOU VELLE, JACKSONVILLE

B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

March 28, 1939

175

RECEIVED
MAR 29 1939
STATE HIGHWAY COMMISSION

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

We are enclosing six copies of order for extra work Contract No. 2126, together with a copy of resident engineer's letter pertaining thereto.

Due to the threatened washout and the possibility of property damage resulting therefrom, the resident engineer instructed the contractor to take the necessary steps to avoid claims for damages.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

rms/e
encls.
cc Mr. Baldock ✓

175-C-1

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 175-C (1)
Mill Creek-Marks Creek section
Ochoco Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office. Enclosed is an approved copy of the detail estimate upon which the agreement was based, together with approved copy of specifications.

A revised sketch map should be submitted showing the revised alignment now adopted for this section of the project.

Very truly yours,

W. H. LYNCH
District Engineer

By L. J. Caufield
L. J. Caufield
Highway Engineer

Encl.

Fro

UNITED STATES DEPARTMENT OF AGRICULTURE
(Stencil #28) BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No. FAP 175-B 2

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
MAR 21 1939
OREGON
STATE HIGHWAY COMMISSION

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 175-B (2)
Ochoco Dam-Mill Creek section
Ochoco Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By LJ Caufield
L. J. Caufield
Highway Engineer

Tom

FORM 0-4-1 10M 0-37
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 28th, 1938

Const
Project
Primary

Mr. W. C. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

I have noted with considerable interest the laboratory reports on the soil samples submitted by Forrest Cooper for the Mill Creek-Marks Creek Section. I believe the best way to coordinate these samples and determine how much reliance to place on the reports would be to make an inspection on the ground with the field reports in hand. Mr. Finkbiner and myself will try to get over about March 8th or 9th for this purpose.

I noted several of the samples in Group A-7. It would seem that these soils should be regarded with suspicion and in no case used for borrow materials and wherever necessary to use in the fill should be topped with other material.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock
Forrest Cooper

FORM 2-A-1 10M 9-37

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE
REFER TO FILE NO.

February 7th, 1938

Current
Project
[illegible]

Mr. W. E. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

In regard to the Mill Creek-Marks Creek Section of the Ochoco Highway, I find it hard to plan this section until we have a complete estimate of the remaining work to be done:—

1. The finishing of the grading between Mill Creek and where the Bureau will take over at Marks Creek.

2. The surfacing and oiling of the Ochoco Dam-Mill Creek Section.

I would suggest, therefore, that you prepare one estimate to cover the entire grading and another estimate sub-dividing the grading at Station 589. These, together with an estimate for the surfacing and oiling to be done, will enable us to budget the money to the best advantage.

You may keep these plans sufficiently long to work up all these details as it is unknown when the job can be contracted.

Soil samples should be taken at various depths throughout the cut so that a complete soil profile can be made.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock

NOTED
State Highway Engineer

FORM 5-B-1 3M 9-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

February 1, 1938

IN REPLY PLEASE REFER TO FILE NO.

[illegible] Project Primary

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to the Mill Creek-Marks Creek section.

We are going over this job again and prospecting for further sources of material. On your last trip you added $50,000. more to this project and in order to get the sources of surfacing material to cover the entire project it is necessary to prospect further east. Mr. Cooper is doing this now.

We are also getting the soil samples which have been sent in. It will probably take until February 15th or 20th to get this project through this office. You have the descriptions for all of the right of way and for one quarry. If we are successful in finding better located quarries you will have another description shortly.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock ✓

FORM 2-D4 2U 8-35

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

January 24th
1938

[illegible]
Proj.
[illegible]

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Under separate cover we are forwarding to you the following data pertaining to the proposed construction project on the Ochoco Highway:

One sketch map (tracing cloth); property description and Request for Authority to Open Negotiations for the quarry site located on the north side of the highway at Highway Engineer's Station 183.

We are also forwarding 1 copy each of right of way descriptions as follow:

State Land Board; from Station 520+54 to Station 523+29
Joseph M. Drew; from Station 522+09 to Station 579+95.4
State Land Board; from Station 579+02.4 to Station 597+31.5

For your information we anticipate ending the project at Mile Post 16, Station 589.+38.4, this being the last easterly common point between the existing highway and the proposed revised route.

We are also forwarding one hard copy, 100' = 1" detail map of the east end of this project covering that section from Station 520 to Station 600.

The estimate and special provisions, together with the remaining field data will be forwarded to you in the very near future.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

FORM 2-4-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JAN 2 1939
FOR F

January 24, 1939.

Mr. W. E. Chandler,
Division Engineer,
Bend, Ore.

NOTED
State Highway Engineer

Dear Sir:

The right of way department has requested that the Construction Dept. handle the matter of securing water for the Keystone Ranch property on the Mill Creek-Marks Creek Section of the Ochoco Highway.

I wish to arrange an Extra Work Order with the contractor.

Mr. Van Scoy's estimate of the cost is as follows:

Hand dug well, 18 feet deep, 3'8" diameter	$80.00
18 lineal feet 36" punched, corrugated iron pipe	80.00
1600 lineal feet trench 2½' deep, including backfilling	350.00
Laying 1600 lineal feet 2½ inch pipe at 6¢	96.00
	$606.00

Will you kindly instruct Mr. Cooper to have this work done by Price Agreement or Force Account by the grading contractors and submit the necessary articles to cover.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

HGS/H
C. B. McCullough

FORM H 5-K-1 1500 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DESOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

RECEIVED
JAN 18 1939
FOR FILING

January 16, 1939

R 4945

Mr. H. G. Smith
Construction Engineer
Office

Dear Sir:

Reference is made to our conversation Saturday morning relative to the digging of a well and the laying of pipe on the Keystone Ranch property of the Bank of California on the Mill Creek-Marks Creek Section of the Ochoco Highway as extra work under the contract now under way on the project.

The things to be done in this matter consist of the digging of a well down on the valley floor near Ochoco Creek and the digging of a trench, laying of pipe, and backfilling to a connection between the well and the reservoir located on the side of the hill to the north of the existing highway, the distance being approximately 1600 feet.

Mr. Van Scoy has recently made an examination of the situation, and his recommendations are as follows:

> "I would suggest a round dug well 16 to 18 feet deep of 36" diameter which has a punched corrugated iron pipe as its lining. I believe that such a lining can be made up in two sections and worked down as the well is being dug. * * *
>
> "About 1600 feet of pipe line would be necessary. The most economical size considering the water to be delivered is 2½ inches. 200 feet of 2" pipe has already been laid as a permanent job near the reservoir, but I would recommend that we try and dispose of this, replacing it with the 2½" pipe. As a permanent job I would recommend a good galvanized pipe.
>
> "The trench necessary for this pipe would have to be about 30" deep and part of this runs into some boulders and loose rock. However a considerable portion of the 1600 feet of trench is not difficult to excavate."

Mr. Van Scoy's estimate of cost of the work is as follows:

Hand dug well, 18 feet deep, 3' 6" diameter	$80.00
18 lineal feet 36" punched corrugated iron pipe	80.00
1600 lineal feet trench 2½' deep, including backfilling	350.00
Laying 1600 lineal feet 2½" pipe at 6¢	96.00
	606.00

Mr. Van Sooy's estimate of the cost of the 2½" galvanized pipe is 36¢ per lineal foot. However, Mr. Dixon of the Keystone Ranch recently acquired from the Prineville Machinery and Supply Company in Prineville 1500 lineal feet of 2" pipe for 10¢ per lineal foot. I do not know whether or not this was ordinary black pipe or was galvanized pipe. In any event it was our understanding that the proper thing to do was for the State to buy and furnish the pipe to the contractor instead of having him furnish it.

Mr. Forrest Cooper is thoroughly familiar with the situation at the Keystone Ranch and I believe can give complete information as to where the well should be dug.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough
Mr. W. E. Chandler
Mr. Forrest Cooper

Form [illegible]-K-1 1930 6-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER

J. M. DEVERS
ATTORNEY

J. W. DeSOUZA
ASSISTANT ATTORNEY

RECEIVED
JAN 16 1939
FOR FILING

[illegible]

OREGON STATE HIGHWAY COMMISSION

SALEM

January 14, 1939

Mr. Forrest Cooper
Resident Engineer
Oregon State Highway Dept.
Madras, Oregon

NOTED
Asst. State Highway Engineer

Dear Sir:

Mr. Van Scoy has given us the results of the investigation which was made regarding further drilling on the well at the Keystone Ranch property of the Bank of California on the Ochoco Highway. Based upon his findings and recommendations it has been decided to proceed no further with the drilling of the well.

To date we have paid Jim Schoonover eighty-five per cent of the agreed price for the drilling of 450 feet. In order that we may complete our payments to him will you please give us a statement as to the total depth of the well for which he should be paid?

We are today notifying Mr. Schoonover of the intention of the department to drop further operations on the well, a carbon copy of which letter is attached hereto.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AW
cc Mr. C. B. McCullough
Mr. W. E. Chandler
Mr. Paul Van Scoy

FORM 5-H-1 1500 8-38
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE
H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
J. M. DEVERS
ATTORNEY
J. W. DeSOUZA
ASSISTANT ATTORNEY

OREGON STATE HIGHWAY COMMISSION
SALEM

January 14, 1939

R 4945

Mr. Jim Schoonover
Redmond, Oregon

Dear Sir:

This is to advise you that the State Highway Commission has decided to abandon further drilling operations on the well on the Keystone Ranch property of the Bank of California on the Mill Creek-Marks Creek Section of the Ochoco Highway.

We are requesting a final report from Mr. Cooper as to the total amount of the drilling operations and when this is received we will prepare a claim for execution covering the balance of the compensation due you for your work.

Yours very truly,

J. M. DEVERS

By

J. W. DeSOUZA
Assistant Attorney

JWD:AN
cc Mr. C. B. McCullough
Mr. Forrest Cooper
Mr. W. E. Chandler
Mr. Paul Van Scoy

RECEIVED

175-C-1

December 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Mill Creek-Marks Creek Section, Project No. FA 175-C (1).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 175-C(1)

MILL CREEK-MARKS CREEK SECTION

OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

Roadway

All Required		Clearing and Grubbing	$ - -	$ 2,000.00
2,900	cu. yds.	Trench Excavation	.60	1,740.00
210,000	cu. yds.	Excavation, Single Classif.	.21	44,100.00
55,000	yd. mi.	Truck Haul	.15	8,250.00
7.55	miles	Finishing Roadbed and Slopes	200.00	1,510.00
30,000	lin. ft.	Rounding Cutbanks	.06	1,800.00
2,600	lin. ft.	18" Corr. Iron Pipe	1.22	3,172.00
440	lin. ft.	24" Corr. Iron Pipe	1.90	836.00
130	lin. ft.	36" Corr. Iron Pipe	3.60	468.00
550	lin. ft.	18" Corr. Iron Siphon Pipe	1.85	1,017.50
56	lin. ft.	30" Corr. Iron Siphon Pipe	3.05	170.80
400	lin. ft.	Salvaging Culvert Pipe	.50	200.00
44	cu. yds.	Class "A" Concrete	30.00	1,320.00
600	lbs.	Metal Reinforcement in Siphon Boxes	.10	60.00
8	M-FBM	Lumber in Flumes	75.00	600.00
33,700	cu. yds.	4½" - 2" Rock in Base and Surfacing	1.00	33,700.00
16,500	cu. yds.	3/4" - 0" Rock in Base, Surfacing and Shoulders	1.00	16,500.00
1,600	M-gal.	Sprinkling	1.00	1,600.00
7.55	miles	Preparation of Base	100.00	755.00
5,100	cu. yds.	Mineral Aggregate in Place	2.05	10,455.00
340	tons	SC-6 Road Oil in Place	22.00	7,480.00
92	tons	Emulsified or Cutback Asphalt in Seal Coat	22.00	2,024.00
		Subtotal		$ 139,758
		10% Engr. & Cont.		13,975
		Total		$ 153,733

Mill Creek Bridge (Sta. 243+77 to Sta. 244+00)

180	cu. yds.	Structural Excavation	$ 3.50	$ 630.00
10	cu. yds.	Structural Excavation Below Plans	3.50	35.00

20	cu. yds.	Class "B" Concrete	$ 25.00	$ 500.00
56	cu. yds.	Class "D" Concrete	25.00	1,400.00
12,000	lbs.	Metal Reinforcement in Bridges	.05	600.00
16	M-FBM	Treated Lumber	105.00	1,680.00
144	lin. ft.	Concrete Handrail	4.50	648.00
				$ 5,493.00

Marks Creek Bridge (Sta. 254+20 to Sta. 254+89)

130	cu. yds.	Structural Excavation	$ 3.50	$ 455.00
10	cu. yds.	Structural Excavation Below Plane	3.50	35.00
20	cu. yds.	Class "B" Concrete	25.00	500.00
58	cu. yds.	Class "D" Concrete	25.00	1,450.00
11,400	lbs.	Metal Reinforcement in Bridges	.05	570.00
19	M-FBM	Treated Lumber in Bridges	105.00	1,995.00
156	lin. ft.	Concrete Handrail	4.50	702.00
				$ 5,707.00

Subtotal	$ 11,200
10% Engr. & Cont.	1,120
Total	$ 12,320

Length of Roadway	7.554 miles
Length of Bridges	.025 mile
Total Length	7.579 miles
Cost per mile, Roadway	$ 20,351

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	1938 Federal Aid Funds	1939 Federal Aid Funds	Total Federal Aid Funds	State Funds
Roadway	$ 153,733	$ 56,474	$ 37,310	$ 93,784	$ 59,949
Bridges	12,320	4,526	2,990	7,516	4,804
	$ 166,053	$ 61,000	$ 40,300	$ 101,300	$ 64,753

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
JAN 4
FOR

175-B3

December 28, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Ochoco Dam-Mill Creek Section, Project No. FA 175-B (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 175-B(2)

OCHOCO DAM-MILL CREEK SECTION
OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 13, 1938

Surfacing and Oiling

5,300	cu. yds.	4½" - 2" Rock in Base and Surfacing	$ 1.00	$ 5,300.00
2,700	cu. yds.	3/4" - 0" Rock in Base, Surfacing and Shoulders	1.00	2,700.00
200	M-Gal.	Sprinkling	1.00	200.00
2.42	miles	Preparation of Base	100.00	242.00
1,700	cu. yds.	Mineral Aggregate in Place	2.05	3,485.00
110	tons	SC-6 Road Oil in Place	22.00	2,420.00
30	tons	Emulsified or Cutback Asphalt in Seal Coat	22.00	660.00
			Subtotal	$ 15,007
			10% Engr. & Cont.	1,500
			Total	$ 16,507

Length 2.418 miles
Cost per mile $ 6,826

Federal Aid Funds Requested- $ 10,070
State Funds- 6,437

$ 16,507

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 20 1938
FOR FILING

December 19, 1938

McNutt Bros.
351½ East Broadway
Eugene, Oregon

Gentlemen:

We are sending to you today by express a fully executed copy of Contract No. 2126 which was awarded to you on November 18, 1938, for grading, surfacing and oiling the Ochoco Dam-Marks Creek Section of the Ochoco Highway, in Crook County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

FORM 2-A-4 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. [illegible], SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

RECEIVED
DEC 8 1938
FOR FILING

175-12

Dec. 6, 1938.

IN REPLY PLEASE
REFER TO FILE No.

Mr. J. E. Peck,
Resident Engineer,
Prineville, Ore.

Dear Sir:

At the request of the division engineer we are sending you under separate cover the final construction platted cross sections on the Ochoco Dam-Mill Creek Section of the Ochoco Highway.. We are also enclosing a blue print of the Ochoco Dam-Marks Creek Profile.

The book of platted cross sections belongs to the final records and must be returned as soon as you are thru with them.

Yours very truly,

R. H. BALDOCK,
STATE HIGHWAY ENGINEER.

By

H. G. Smith,
Construction Engineer.

Dictated by
Chas. E. Low
H
CC to
R.H.Baldock ✓
W. E.Chandler
J. W. McCallister

NOTED
C.B.McCULLOUGH

FORM 5-B-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
DEC 3 1938
FOR FILING

NOT
C. R. McC

RECEIVED
2 - 1938

December 1st
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Please forward to Resident Engineer Peck at Prineville, Oregon, the original plotted cross sections, located line on the Ochoco Dam-Marks Creek project, together with any other field data which is available.

For your information we enclose a copy of a letter addressed to Mr. Peck by Mr. Cooper, listing the various items which he has transferred to Mr. Peck.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R . H. Baldock

Encl.

RECEIVED
DEC 2 1938
FOR FILING

175-B-2

December 1, 1938

McNUTT BROTHERS
351½ E. Broadway
Eugene, Oregon

Gentlemen:

We are sending you today by express four copies of Contract No. 2126 which was awarded you on November 18, 1938, by the State Highway Commission covering the grading, surfacing, and oiling of the Ochoco Dam-Marks Creek Section of the Ochoco Highway, in Crook County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. We will also send an executed copy to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance thereto.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations, et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 5-B-1 2500 4-29

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
NOV 30 1938
FOR FILING

175-12-2

RECEIVED
[illegible] 1938
STATE HIGHWAY COMMISSION

November 29th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Confirming our recent telephone conversation, this is to advise that in accordance with your approval we have assigned Mr. J. E. Peck the residency on the OCHOCO-DAM MARKS CREEK project, with headquarters at Prineville.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

EMS:f

cc-Mr. R. H. Baldock ✓
Mr. N. M. Finkbiner
Mr. J. E. Peck

RECEIVED
NOV 21 1938

7R 175-C-2

November 19, 1938

McNutt Brothers
351½ East Broadway
Eugene, Oregon

Gentlemen:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for 7.68 miles grading; 132 lin. ft. composite trestle bridges; 10.0 miles surfacing and oiling; and furnishing 4,400 cu. yds crushed rock on the Ochoco Dam-Marks Creek Section of the Ochoco Highway, in Crook County. This award was based on your low bid of $171,865.30 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. G. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

175-B-2

November 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Projects Nos. 175-B (2) and 175-C (2), the Ochoco Dam-Marks Creek section of the Ochoco Highway, to McNutt Bros., Eugene, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By
F. E. Andrews
Sr. Highway Engineer

FORM 5-B-1 2500 4-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

November 12th
1936

175-

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

In accordance with your letter of instructions under date of November 6, 1936, we are submitting herewith, for comparison of bids, the following estimate on the OCHOCO-DAM MARKS CREEK section of the Ochoco Highway, grading, surfacing and oiling project:

Item No.	Item			Unit Price	Amount
1.	Clearing and Grubbing			Lump sum	500.00
2.	Trench Excavation	2,900	cu. yds.	1.00	2,900.00
3.	Excavation, Single Class	210,000	" "	0.22	46,200.00
4.	Truck Haul	55,000	yd. mi.	0.18	9,900.00
5.	Finishing Roadbed & Slopes	7.55	miles	100.00	755.00
6.	Rounding Cutbanks	30,000	lin. ft.	0.08	2,400.00
7.	18" Corrugated Iron Pipe	2,600	" "	1.50	3,900.00
8.	24" Corrugated Iron Pipe	440	" "	2.50	1,100.00
9.	36" Corrugated Iron Pipe	130	" "	5.00	650.00
10.	18" Corrugated Iron Siphon Pipe	550	" "	2.60	1,430.00
11.	30" Corrugated Iron Siphon Pipe	56	" "	4.00	224.00
12.	Salvaging Culvert Pipe	400	" "	0.50	200.00
13.	Class "A" Concrete	44	cu. yds.	20.00	880.00
14.	Metal Reinforcement in Siphon Boxes	600	lbs.	0.10	60.00
15.	Lumber in Flume	8	M-FBM	55.00	440.00
16.	4½" - 2" Rock in Base Surface.	39,000	cu. yds.	1.25	48,750.00
17.	3/4" - 0" Rock in Base, Surfacing & Shoulders	19,200	" "	1.50	28,800.00
18.	Sprinkling	1,800	M-Gals	1.25	2,250.00
19.	Preparation of Base	9.97	miles	100.00	997.00
20.	Mineral Aggregate in Place	6,800	cu. yds.	2.25	15,300.00
21.	SC-6 Road Oil in Place	450	tons	22.50	10,125.00
22.	Emulsified or Cutback Asphalt in Seal Coat	122	"	24.00	2,928.00

23. 3/4" - ½" Crushed Rock in Stockpile	1,750	cu. yds.	1.50	2,625.00
24. ½" - ¼" Crushed Rock in Stockpile	1,750	" "	1.50	2,625.00
25. ¼" - 1/8" Crushed Rock in Stoc Stockpile	900	" "	1.50	1,350.00
26. Structural Excavation	310.	" "	3.00	930.00
27. Structural Excavation Below Elevations Shown	20	" "	6.00	120.00
28. Class "B" Concrete	40	" "	20.00	800.00
29. Class "D" Concrete	114	" "	24.00	2,736.00
30. Metal Reinforcement in Bridges	23,400	lbs.	0.08	1,872.00
31. Treated Lumber	35	M-FBM	100.00	3,500.00
32. Concrete Handrail	300	lin. ft.	4.50	1,350.00
Total Amount of Estimate				$ 198,597.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock

23. 3/4" - ½" Crushed Rock in Stockpile	1,750	cu. yds.	1.50	2,625.00
24. ½" - ¼" Crushed Rock in Stockpile	1,750	" "	1.50	2,625.00
25. ¼" - 1/8" Crushed Rock in Stoc Stockpile	900	" "	1.50	1,350.00
26. Structural Excavation	310.	" "	3.00	930.00
27. Structural Excavation Below Elevations Shown	20	" "	6.00	120.00
28. Class "B" Concrete	40	" "	20.00	800.00
29. Class "D" Concrete	114	" "	24.00	2,736.00
30. Metal Reinforcement in Bridges	23,400	lbs.	0.08	1,872.00
31. Treated Lumber	35	M-FBM	100.00	3,500.00
32. Concrete Handrail	300	lin. ft.	4.50	1,350.00
		Total Amount of Estimate		$ 198,597.00

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMB:f

cc-Mr. R. H. Baldock

5

FORM 5-A-1 10M 8-36

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

November 3rd, 1938

IN REPLY PLEASE
REFER TO FILE NO.

175-13-2

Mr. W. W. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

The assignment of Forrest Cooper to the Ochoco Dam-Marks Creek Section, is made. The engineering work can be started at any time and the job charged to the construction prefix.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

HGS:AR

cc to: R. H. Baldock ✓

154-A(2)

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO.________

POST OFFICE BUILDING
PORTLAND, OREGON

October 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon F.A.P. 175-C (1), Mill Creek-Marks Creek section of Ochoco Highway, have today been recommended for approval. This is your authority to advertise for bids subject to final review and approval of plans and specifications by the Chief of Bureau.

Spec. Prov. Corrected.

Sent by memo [illegible] 10-2[illegible]-38

Page 12 of the special provisions provide for 2" galvanized pipe drain with valve in syphon box at Sta. 355+57, while the plans show this to be at Sta. 447+00. In accordance with telephone conversation with Mr. Probert on October 17, we are correcting the special provisions to read 447+00 instead of 355+57.

On page 12 construction of syphon in accordance with standard plan for syphon boxes. As a plan has not been approved by this office as standard, the usual number of prints should be furnished for insertion in the plans.

On sheet 2 of the plans, both the "Typical Surfacing Section" and the "Bridge Summary" show the project as F.A.P. 175-C (2). This has been corrected to 175-C (1), and we suggest that you change your plans accordingly.

Spec. Prov. corrected

On page 26 of the Special Provisions, in the first paragraph under "Classes of Concrete", the word "slot" should be changed to "slab."

The plans show the project number as 175-C. In accordance with recent instructions, this project should be designated as 175-C (1). We are correcting the plans here and request that this be checked when submitting future projects. This correction is as required by General Administrative Memorandum No. 46 dated April 18, 1938, copy of which was sent you on April 26, 1938.

When submitting the agreement estimate, the summary should show separately the total cost, Federal funds and miles for each fiscal year, funds as provided for in the third paragraph of General Administrative Memorandum No. 46 above referred to.

Very truly yours,

W. H. LYNCH, District Engineer

By

F.E.Andrews, Sr.Hwy.Engineer

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE NO. 175-B

POST OFFICE BUILDING
PORTLAND, OREGON

October 19, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

P.S.& E. documents for Oregon Federal Aid Project No. 175-B (2), the Ochoco Dam-Mill Creek section of the Ochoco Highway, have today been recommended for approval. This is your authority to advertise for bids, subject to final review and approval of the plans and specifications by the Chief of Bureau.

Plans as received show this project as 175-B. This has been corrected to 175-B (2), as required by General Administrative Memorandum No. 46 dated April 18, 1938, copy of which was sent you on April 26, 1938. It is requested that you change your plans accordingly.

Reference is made to our letter approving F.A.P. 175-C (1), which will be constructed under the same contract as this project.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

RECEIVED
JAN

175-B-2

October 18, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith ten copies of special provision page number 12 for the Ochoco Dam-Marks Creek Section, Projects Nos. FA 175-B (2), 175-C (1), which page has been revised by changing the station designation in the fourth paragraph to 447+00.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

RECEIVED
[illegible]
17[illegible]

Cross Reference To
1[illegible]-[illegible]
and
195-2-2

October 15, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

In accord with the request contained in your letter of October 14, 1938, we are sending, under separate cover, five blueprint copies each of the title sheets for Projects Nos. FA 175-B(2), 184-A(2) and 195-A(2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
OCT 15 1938
STATE HIGHWAY COMMISSION

IN YOUR REPLY PLEASE
REFER TO FILE No.________

October 14, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Reference is made to our letter dated April 26, 1938, forwarding copies of General Administrative Memorandum No. 46, setting up the procedure of preparing separate agreement for each project.

It is therefore suggested that title sheets for Federal Aid Projects 175-B (2), 184-A (2) and 195-A (2) be submitted at your early convenience to avoid delay in transmitting the P.S.& E. papers.

Very truly yours,

W. H. LYNCH
District Engineer

By L. Caufield
L. J. Caufield
Highway Engineer

175-C-1

October 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Mill Creek-Marks Creek Section, Project No. FA 175-C(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. N. Nash/GS

Encl.

175-C-1

October 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Mill Creek-Marks Creek Section, Project No. FA 175-C(1).

Five bid proposals and five sets of blueprint plans are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department Federal Aid Project No. 175-C(1)

MILL CREEK-MARKS CREEK SECTION
OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 4, 1938

Roadway

All Required		Clearing and Grubbing	$ - -	$ 500.00
2,900	cu. yds.	Trench Excavation	0.80	2,320.00
210,000	cu. yds.	Excavation, Single Classif.	0.18	37,800.00
55,000	yd. mi.	Truck Haul	0.15	8,250.00
7.55	miles	Finishing Roadbed and Slopes	200.00	1,510.00
30,000	lin. ft.	Rounding Cutbanks	0.10	3,000.00
2,600	lin. ft.	18" Corr. Iron Pipe	2.00	5,200.00
440	lin. ft.	24" Corr. Iron Pipe	3.00	1,320.00
130	lin. ft.	36" Corr. Iron Pipe	5.00	650.00
550	lin. ft.	18" Corr. Iron Siphon Pipe	2.25	1,237.50
56	lin. ft.	30" Corr. Iron Siphon Pipe	4.50	252.00
400	lin. ft.	Salvaging Culvert Pipe	0.75	300.00
44	cu. yds.	Class "A" Concrete	22.00	968.00
600	lbs.	Metal Reinforcement in Siphon Boxes	0.06	36.00
8	M-FBM	Lumber in Flumes	55.00	440.00
33,700	cu. yds.	4½" - 2" Rock in Base and Surfacing	1.25	42,125.00
16,500	cu. yds.	3/4" - 0" Rock in Base, Surfacing and Shoulders	1.25	20,625.00
1,600	M-Gal.	Sprinkling	1.25	2,000.00
7.55	miles	Preparation of Base	100.00	755.00
5,100	cu. yds.	Mineral Aggregate in Place	2.25	11,475.00
340	tons	SC-6 Road Oil in Place	22.50	7,650.00
92	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	2,208.00
		Subtotal		$ 150,621
		10% Engr. & Cont.		15,062
		Total		$ 165,683

Mill Creek Bridge (Sta. 243+37 to Sta. 244+00)

180	cu. yds.	Structural Excavation	$ 2.00	$ 360.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00

20	cu. yds.	Class "B" Concrete	$ 22.00	$ 440.00
56	cu. yds.	Class "D" Concrete	23.00	1,288.00
12,000	lbs.	Metal Reinforcement in Bridges	0.055	660.00
16	M-FBM	Treated Lumber	110.00	1,760.00
144	lin. ft.	Concrete Handrail	5.00	720.00
				$ 5,278.00

Marks Creek Bridge (Sta. 254+20 to Sta. 254+89)

130	cu. yds.	Structural Excavation	$ 2.00	$ 260.00
10	cu. yds.	Structural Excavation Below Plans	5.00	50.00
20	cu. yds.	Class "B" Concrete	22.00	440.00
58	cu. yds.	Class "D" Concrete	23.00	1,334.00
11,400	lbs.	Metal Reinforcement in Bridges	0.055	627.00
19	M-FBM	Treated Lumber in Bridges	110.00	2,090.00
156	lin. ft.	Concrete Handrail	5.00	780.00
				$ 5,581.00

Subtotal	$ 10,859
10% Engr. & Cont.	1,085
Total	$ 11,944

Length of Roadway	7.554 miles
Length of Bridges	.025 "
Total Length	7.579 "
Cost per mile, Roadway	$21,933

SUMMARY OF FUNDS REQUESTED

Item	Total Cost	Federal Aid Funds	State Funds
Roadway	$ 165,683	$ 101,074	$ 64,609
Bridges	11,944	7,286	4,658
	$ 177,627	$ 108,360	$ 69,267

175-B3

October 4, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Ochoco Dam-Mill Creek Section, Project No. FA 175-B(2).

Five bid proposals and five blueprint copies of the typical cross-section and summary sheet are being sent under separate cover.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/GS

Encl.

Oregon State Highway Department　　　　Federal Aid Project No. 175-B(2)

OCHOCO DAM-MILL CREEK SECTION

OF THE OCHOCO HIGHWAY IN CROOK COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 4, 1938

Surfacing and Oiling

5,300	cu. yds.	4½" - 2" Rock in Base and Surfacing	$ 1.25	$ 6,625.00
2,700	cu. yds.	3/4" - 0" Rock in Base, Surfacing and Shoulders	1.25	3,375.00
200	M-Gal.	Sprinkling	1.25	250.00
2.42	miles	Preparation of Base	100.00	242.00
1,700	cu. yds.	Mineral Aggregate in Place	2.25	3,825.00
110	tons	SC-6 Road Oil in Place	22.50	2,475.00
30	tons	Emulsified or Cutback Asphalt in Seal Coat	24.00	720.00

Subtotal	$ 17,512
10% Engr. & Cont.	1,751
Total	$ 19,263

Length	2.418 miles
Cost per mile	$ 7,966

Federal Aid Funds Requested- -	$ 11,750
State Funds- -	7,513
	$ 19,263

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

RECEIVED
SEP 14 1938
FOR FILING

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

Const
Project
Primary

September 13th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. W. Chandler
Division Engineer
State Highway Dept.
Bend, Oregon

Dear Sir:

Referring to yours of September 10th, it is the policy of the Department not to set up a prefix for a construction project until the contract has been awarded.

In this case, we believe it would be better to submit an additional survey authorization to cover setting of right of way stakes and rerunning the centerline.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

By

H. G. Smith
Construction Engineer

Dictated by
C. E. Lee
R

cc to: R. H. Baldock

FORM 3-8J 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
SEP 12 1938
FOR FILING

September 10th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

On the old Ochoco Dam-Mill Creek section there is a desire on the part of property owners to have right of way stakes set for the building of their fences.

The funds for the location have been exhausted and I was wondering if we could not get started on the construction prefix so that preliminary work for setting right of way stakes, also slope stakes, could be started in the very near future. From the last line up of jobs this project is to come up on October 27th.

I am sending you a copy of a letter from Mr. Cooper regarding this matter.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

Encl.

cc-Mr. R. H. Baldock ✓

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE
REFER TO FILE NO.

RECEIVED
JUL 29
FOR FILING

1938
STATE HIGHWAY COMMISSION

July 27th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

Dear Sir:

Reference is made to our telephone conversation of the 26th instant relative to the alteration of plans on the OCHOCO DAM-MARKS CREEK section of the Ochoco Highway.

We are enclosing herewith a straight line chart, together with estimates showing a breakdown of the proposed project into two sections, as follow:

Ochoco Dam-Dobbs Ranch section	$ 72,991.44
Dobbs Ranch-Marks Creek section	103,728.90

Under this plan we were contemplating the use of two quarries and in order to avoid conflict between contracts, if let simultaneously, the project was cut in two at Station 324+50.

In order to use up the $100,000.00 recently allotted this project, the Ochoco Dam-Dobbs Ranch section should be extended east approximately 1-1/4 miles which would place it in a poor position for a connection to the existing highway and we are unable to determine whether or not a balance in the quantities occurs at this point.

In order to properly revamp the project, it is necessary for us to have the print of the location profile, which we forwarded to your office under date of July 6th.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

By:
R. M. Smith

RMS:f

cc-Mr. R. H. Baldock ✓

1938
FOR FILING
175-14-2

June 23, 1938

Mr. R. H. Baldock
State Highway Engineer
OFFICE

Dear Sir:

The State Highway Commission on June 14 authorized you to include in the next oiling contract on the Ochoco Highway, east of Prineville, the entire project from Ochoco Dam to Marks Creek notwithstanding that it may overrun the budgeted amount for this project by the sum of $20,000.

Very truly yours,

HBG:AM

Secretary

CONTRACT# [redacted] 2127

FA 147-H(2) Brothers Roadside Oasis, 1938
Central Oregon Hwy.

2127

RECEIVED
DEC 13 1939
FOR FILING

December 13, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are hereby notified that State Highway Contract No. 2127, for the construction of the Brothers Section of the Central Oregon Highway in Deschutes County, has been completed by the contractor, D. L. Ashton, and that final settlement will be made by the State with said contractor for work done under said contract on or after December 23, 1939.

The State is not advised of any unpaid claims for labor or material, or of the existence of any claims, debts, dues or demands incurred in the performance of such work and remaing unsatisfied, and you are advised that the State assumes no responsibility for any such claims should there be any.

This notice is served upon you as you appear as surety on the bond furnished by the above contractor. Kindly acknowledge receipt of this letter.

For your information we wish to advise that the total amount paid the above contractor in connection with this contract will be $6,032.54, including the final payment.

Very truly yours,

STATE HIGHWAY COMMISSION

By

Secretary.

Dist. by J. McFarland.

#2127

147-H-2

November 30, 1939

Aetna Casualty & Surety Company,
Bates, Lively & Pearson, Agents,
Yeon Building,
Portland, Oregon.

Gentlemen:

You are advised that it is the intention of the State Highway Commission to make semi-final payment to D. L. Ashton on Contract No. 2127, Brothers Section of the Central Oregon Highway in Deschutes, construction of roadside oasis. This payment will be made on or after December 9, 1939.

Kindly acknowledge receipt of this letter.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION

By

Secretary.

Dict. by J. McFarland.

147-H-2

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
JUN 14 1939
OREGON
STATE HIGHWAY COMMISSION

Stencil No. 3.

June 5, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Final inspection of Oregon F.A.P. 147-H (2), Brothers-Oasis, Central Oregon Highway , was made by a representative of this office on May 18, 1939.

Prompt submission of the final voucher will be appreciated.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

147-H-2

COPY

UNITED STATES DEPARTMENT OF AGRICULTURE
Bureau of Public Roads

April 28, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir

Reference is made to the P.S. and E. for Oregon Federal Aid Project No.147-H(2), the Brothers-Oasis Section, Central Oregon Highway.

In reviewing this project, the following points are brought to your attention for reference in connection with submission of future Roadside Improvement projects. These do not apply to the project in question.

1. Future projects should be comprehensive demonstrations of landscape development and as such will cover a reasonable mileage of highways. These may or may not be roadside parks as may be the case

2. Because only the simplest kind of extensive landscape development is possible under dry climatic conditions such as eastern Oregon, the mileage of a comprehensive project will normally be greater than that required under humid climatic conditions. For example, 5 miles or even more of highway landscape development might be covered by the plan presentation for a single roadside development demonstration in eastern Oregon. By contrast in western Oregon where shade tree planting, vine ground cover planting and other types of work might be desirable 1 or 2 miles of highway would possibly comprise a comprehensive landscape demonstration.

3. The development of an area of roadside park is one of the desirable stages of a well-planned roadside demonstration project. The cost of park development, however, including irrigation, equipment and structures should be incidental to the total cost of the slope-flattening and rounding, seeding with native drought-resistant grasses, and other simple extensive types of landscape work on the approach roads leading to such a park.

The demonstration value of a well-flattened and rounded typical highway cross section along existing roads is perhaps the greatest contribution toward improvement in highway design possible under dry climatic conditions. Such a cross section encourages volunteer growth of native ground cover vegetation, reduces maintenance involved in keeping drainage ditches and structures open, and is in itself a major improvement in highway appearance. Experience in a number of States indicates that such improved methods of cross-section grading can be later applied to advantage in new highway construction.

In future highway development projects, park development and intensive shade-tree planting which requires irrigation should as far as possible be incidental in cost to a large scale general highway improvement featuring such stages of work as flattening and rounding of slopes and seeding on a reasonable mileage of highway which is not confined to the frontage included within park areas.

On new highway construction where fundamental landscape improvement has been integrated with original construction contracts, development of occasional road-side parks may in some cases constitute a satisfactory roadside demonstration project. It is understood that in such cases, a full explanation will be given on the plan sheets as to why the work is limited to roadside park development alone.

Very truly yours,

W. H. LYNCH
District Engineer

By: F. E. Andrews
Senior Highway Engineer

[illegible]
[illegible]
[illegible] Landscaping

RECEIVED
APR 24 1939
FOR FILING

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
APR 21 1939
OREGON
STATE HIGHWAY COMMISSION

FAP 147-H-2

IN YOUR REPLY PLEASE
REFER TO FILE No. Stencil No. 124
Oregon FAP 147-H (2),
Brothers Oasis,
Central Oregon Highway.

April 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

We are forwarding herewith, for your files, an executed copy of the ____________________ project agreement and certificate for the above numbered project.

Very truly yours,

W. H. LYNCH
District Engineer

By L Caufield
L. J. Caufield
Highway Engineer

Encls.

Jon

Appr- 38479

Form P. R. 2

State Oregon

Federal Aid Project No. 147-E (2)

PROJECT AGREEMENT

MEMORANDUM OF AGREEMENT made this 21st day of March, 1939

by and between the Oregon State Highway Commission

, constituting

for the purpose hereof, the Highway Department of the State of Oregon hereinafter called the Highway Department, and the Secretary of Agriculture, hereinafter called the Secretary, under and pursuant to the provisions of the act of Congress approved July 11, 1916 (39 Stat., 355), entitled "An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes," and of the act approved November 9, 1921 (42 Stat., 212), entitled "An Act to amend the Act entitled 'An Act to provide that the United States shall aid the States in the construction of rural post roads, and for other purposes,' approved July 11, 1916, as amended and supplemented, and for other purposes," and acts amendatory thereof or supplementary thereto:

Whereas the Highway Department of said State submitted on the 19th day of December, 1938, a project statement, which was approved by the Secretary on the 23rd day of March, 1939, for the proposed construction of a project consisting of the road hereinafter described; and

Whereas the Highway Department, in accordance with the rules and regulations promulgated by the Secretary, has furnished surveys, plans, specifications, and estimates for Section E (2) of said project which were recommended for approval by the United States District Engineer on the 15th day of September, 1938; and

Whereas the Secretary has certified to the Secretary of the Treasury his approval of said surveys, plans, specifications, and estimates, and the sum of four thousand, one hundred fifty and 00/100 dollars ($4,150.00) as the share of the United States payable under said act on account of Section E (2) of said project, which does not exceed the authorized Federal pro rata share of the approved total estimated cost thereof:

Now, therefore, in consideration of the premises and of the several promises to be faithfully performed by each, as hereinafter set forth, the Highway Department and the Secretary do hereby mutually agree as follows:

9—6518

FUNDS AT THE DISPOSAL OF THE HIGHWAY DEPARTMENT

ARTICLE I. Funds for the use of the Highway Department in the construction of said project have been made available in the following manner, to wit:

(*a*) By the State under Chapter 175, Laws 1917; Chapter 31, Laws 1920.
(Include date and citation of act of legislature by which authorized)

(*b*) From other sources
(State how placed under direct control of Highway Department)

ROAD EMBRACED IN PROJECT

ARTICLE II. This agreement covers the following highway as described in detail in said surveys, plans, and specifications:

Between survey station 2229+53 in the N.E. 1/4 Section 30, T.20 S., R.18 E., W.M., the easterly end of Section F of said project, and survey station 2238+46 in the N.W. 1/4 Section 29, T.20 S., R.18 E., W.M.

, length 0.172 of a mile~~s~~, in Deschutes County, being Section E (2) of Oregon Federal Aid project No. 147, consisting of 0.172 of a mile~~s~~ of roadway and no bridges, ~~each~~ of more than 20 feet clear span. ~~or a mile in length.~~

8—5518

RECEIVED
MAR 16 1939
DISTRICT 1

CHARACTER AND METHOD OF CONSTRUCTION

Article III. The Highway Department will construct or cause to be constructed to final completion said project, in strict compliance with said plans and specifications, which are made a part hereof, under its direct supervision, which shall include adequate inspection throughout the course of construction, subject at all times to inspection and approval by the Secretary or his agents, and in accordance with the laws of said State, the rules and regulations of the Secretary, and the following conditions:

(*a*) It is agreed that the construction work on the project shall be performed by contract, unless the performance thereof by force account shall be approved by the Secretary or his authorized representatives. Such construction work as may be performed by force account shall be paid for on the basis of the units of work performed at the unit prices set forth in the estimate as approved by the Secretary, except that where the total actual cost is ascertained to be less than the estimate so approved the total Federal payments shall not exceed the Federal pro rata share of such total actual cost.

UNITED STATES PRO RATA SHARE OF THE COST OF SAID PROJECT

ARTICLE IV. The United States pro rata share of the value of the labor and materials which shall be actually put into the construction of Section H (2) of said project shall not in any event exceed the sum of four thousand, one hundred fifty and 00/100 dollars ($4,150.00), certified to the Secretary of the Treasury as above mentioned, which does not exceed the authorized Federal pro rata share of six thousand, seven hundred ninety and 00/100 dollars ($6,790.00), the approved total estimated cost of Section H (2) of said project.

PAYMENTS

ARTICLE V. As the construction of said project progresses, the Secretary shall from time to time draw warrants on the Secretary of the Treasury for the payment to the State Treasurer
(Official or depository)
hereby designated by the Highway Department for that purpose and authorized under the laws of said State to receive public funds of the State of Oregon
(Name)
of such sums as shall not, together with previous payments, exceed the United States pro rata share, as above specified, of the value, as determined by the Secretary after inspection and approval, of the labor and materials which have actually been put into said construction work in compliance with the requirements of Article III hereof.

~~In no event shall payment or payments made by the United States on account of said project exceed the legal limitation upon such payments per mile, exclusive of bridges of more than 20 feet clear span.~~

The Secretary reserves the right to withhold such sum as he may deem necessary to insure completion of construction in compliance with said plans and specifications.

MAINTENANCE OF PROJECT

ARTICLE VI. The Highway Department will maintain said project in compliance with said acts of July 11, 1916, and November 9, 1921, out of funds which have been or will be made available therefor by said State in the manner herein set forth, to wit: Chapter 41, Laws 1927.
(Include reference to statute authorizing funds and probable amount annually available)

The Highway Department will use every means within its power to insure proper and permanent maintenance of said project, and to that end will provide for the constant making of needed repairs to preserve a smooth-surfaced highway.

Showing of authority of the Highway Department to execute agreements will be found in the agreement for project No. 112a

In witness whereof the parties have hereunto affixed their signatures, the Highway Department on the day and year first above written and the Secretary on the .... day of APR 8 1939, 19.....

OREGON STATE HIGHWAY COMMISSION
(Official title of Highway Department)

By Henry F. Cabell

Chairman, State Highway Commission
(Title of officer)

By E B Aldrich

Member, State Highway Commission
(Title of officer)

By F L TouVelle

Member, State Highway Commission
(Title of officer)

By ....

....
(Title of officer)

By ....

....
(Title of officer)

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE [illegible]

Form PR. 3—Revised

UNITED STATES DEPARTMENT OF AGRICULTURE
OFFICE OF THE SECRETARY

CERTIFICATE OF APPROVAL OF PLANS, SPECIFICATIONS, AND ESTIMATES

(Under "An Act to provide that the United States shall aid the States in the construction of rural roads, and for other purposes," approved July 11, 1916, and acts amendatory thereof and supplementary thereto.)

To

THE SECRETARY OF THE TREASURY, AND

THE STATE HIGHWAY DEPARTMENT OF THE STATE OF Oregon

Pursuant to the acts above cited, I hereby certify—

FIRST. That in accordance with the provisions of said acts, I have approved the plans, specifications, and estimates submitted by the State Highway Department of the State of Oregon for the construction of a highway designated in the records of this Department as Federal Aid Project No. 147-E (2) State of Oregon.

SECOND. That in accordance with said provisions I have approved the sum of $ 8,790.00 as the total estimated cost of said project, and the sum of $ 4,150.00 as the share of the United States, payable under said acts on account of such project, which does not exceed the authorized Federal pro rata share of said total estimated cost.

Done at the city of Washington, this ...... day of ...... one thousand nine hundred and APR 8 1939

SECRETARY OF AGRICULTURE,

By H. J. O'Leary
Acting Chief, Bureau of Public Roads.

U. S. GOVERNMENT PRINTING OFFICE

FORM 5-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

IN REPLY PLEASE REFER TO FILE NO.

April 6th
1939

27-147 H2

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Attention: Mr. H. G. Smith

NOTED

Dear Sir:

Herewith Price Agreement No. 1 covering changes in the drainage layout at the site of the Brothers Oasis.

Enclosed also is a copy of Mr. Edward's letter. I would request a very early authorization by wire for this work.

Very truly yours,

WM .E. CHANDLER
DIVISION ENGINEER

WEC:f

ccMr. R. H. Baldock ✓

Encl.

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT No. 1
POST OFFICE BUILDING
PORTLAND, OREGON

(Stencil #28)

RECEIVED
MAR 21 1939
STATE [illegible]

IN YOUR REPLY PLEASE REFER TO FILE NO. FAP-147-H-2

March 20, 1939

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Oregon F.A.P. 147-H (2)
Brothers Oasis
Central Oregon Highway

Dear Sir:

We are forwarding herewith two copies of proposed project agreement for signature and return to this office.

Enclosed is an approved copy of the detail estimate, upon which the agreement was based, together with approved copy of specifications.

Very truly yours,

W. H. LYNCH
District Engineer

By L J Caufield
L. J. Caufield
Highway Engineer

Lon

2127

FORM 9-A-1 7M 11-36
COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

March 18, 1939

IN REPLY PLEASE
REFER TO FILE NO.

Hon. Earl Snell,
Secretary of State
Capitol Building

Dear Sir:

This is to advise that we are today in receipt of a power of attorney executed on March 4, 1939 by D. L. Ashton, contractor, giving power of attorney in connection with the performance of contract No. 2127 to the United States National Bank of Portland, Oregon, authorizing the bank to execute in his name any and all checks, orders and vouchers payable to the order of D. L. Ashton from the State Highway Commission.

The power of attorney specified that the authority authorizes the bank to exercise this power in its name by C. R. Harding, Assistant Vice President, or Frank Hak, Assistant Vice President, or E. J. Kolar, Assistant Cashier.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Carl F. Smith
Auditor

CFS:EB
cc H. B. Glaisyer

2127

FORM 8-A-1 7M 11-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

SALEM

IN REPLY PLEASE REFER TO FILE NO.

March 18, 1939

Hon. Walter E. Pearson
State Treasurer
Capitol Building

Attention: Rex Davis,
Cashier

Dear Sir:

This is to advise that we are today in receipt of a power of attorney executed on March 4, 1939 by D. L. Ashton, contractor, giving power of attorney in connection with the performance of contract No. 2127 to the United States National Bank of Portland, Oregon, authorising the bank to execute in his name any and all checks, orders and vouchers payable to the order of D. L. Ashton from the State Highway Commission.

The power of attorney specified that the authority authorizes the bank to exercise this power in its name by C. R. Harding, Assistant Vice President, or Frank Hak, Assistant Vice President, or E. J. Kolar, Assistant Cashier.

Yours respectfully,

R. H. BALDOCK
State Highway Engineer

By Carl F. Smith
Carl F. Smith
Auditor

CFS:EB
cc H. B. Glaisyer

FORM 9-A-1 5M 9-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

IN REPLY PLEASE
REFER TO FILE NO.

March 8, 1939

~~Mr. Jules Pingsmayer~~
~~309 W. Court St.~~
~~Pendleton, Oregon~~

Dear Sir:

Any request for substitutions on the planting list for the Oasis at Brothers, to be performed by Mr. Ashton, the Contractor, must come through the Resident Engineer in charge of the construction.

If the Engineer in charge cannot arrange matters, it will then be referred to Mr. Wm. Chandler, Division Engineer, Bend, Oregon.

It is necessary that all change orders are handled in this manner.

Yours very truly,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

By

George H. Otten
Landscape Engineer

ED
way Engineer

GHO:FF
CC TO:

R. H. Baldock
H. G. Smith

December 27, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate as basis for project agreement for the Brothers Oasis Section, Project No. FA 147-H (2).

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Oregon State Highway Department Federal Aid Project No. 147-H (2)

BROTHERS OASIS ON THE
CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate as basis for project agreement. Based on low bid prices.)

Salem, Oregon, December 15, 1938

Roadside Improvement (Sta. 2223+37 to 2232+45)

All	Required	Clearing and Grubbing	$ - -	$ 250.00
All	Required	Pump House Complete	- -	300.00
All	Required	Concrete Reservoir Complete	- -	1,035.00
All	Required	Irrigation Pump	- -	730.00
All	Required	Irrigation System Complete	- -	1,632.85
400	lin. ft.	4" Concrete Drain Tile	.50	200.00
70	lin. ft.	12" Corr. Iron Pipe	1.70	119.00
1	only	Concrete Catch Basin	32.00	32.00
98	rods	Woven Wire Fence	3.10	303.80
1	only	Woven Wire Gate	15.00	15.00
120	lin. ft.	Protective Netting	.10	12.00
160	cu. yds.	Pit-run Gravel Base	1.80	288.00
50	cu. yds.	Screened Gravel Top	1.80	90.00
52	only	Ailanthus glandulosa	1.65	85.80
65	only	Populus nigra italica	1.50	97.50
12	only	Robinia pseudoacacia	1.50	18.00
320	only	Elaeagnus augustifolia	1.00	320.00
30	only	Juniperus sabina	2.20	66.00
5	ton	Sheep Guano	30.00	150.00
1	ton	Blood Meal	70.00	70.00
1	ton	Raw Bone Meal	80.00	80.00
50	bales	Peat Moss	4.50	225.00
3	acres	Planting Oregon Rye Grass	18.00	54.00
			Subtotal	$ 6,173
			10% Engr. & Cont.	617
			Total	$ 6,790

Length 0.172 mile
Cost per mile $ 39,476

Federal Aid Funds Requested- -$ 4,150
State Funds- 2,640

$ 6,790

State Funds for Construction: Chap. 175, laws 1917; Chap. 31, laws 1920
State Funds for Maintenance: Chap. 41, laws 1927

RECEIVED
DEC 20 1938

147-H-2

December 19, 1938

Mr. D. E. Ashton
887 - 2nd Street
Lebanon, Oregon

Dear Sir:

We are sending to you today, by express, a fully executed copy of Contract No. 2127 which was awarded to you on November 18, 1938, for construction of the roadside oasis at Brothers on the Central Oregon Highway, in Deschutes County. This copy is for your records and files.

Very truly yours,

JMcF:AM

Secretary

RECEIVED
DEC 7 1938
FOR FILING

141-H-2

5

BATES, LIVELY & PEARSON
INSURANCE GENERAL AGENTS
YEON BUILDING
PORTLAND, OREGON

RECEIVED
[illegible] - 1938
STATE HIGHWAY COMMISSION

December 5th, 1938.

Oregon State Highway Commission
Salem, Oregon

Gentlemen:

RE: Contract No. 2127 - D. L. Ashton
Roadside Oasis, Brothers Section
on the Central Oregon Highway in
Deschutes County, State of Oregon

We are mailing to you under separate cover today by express the above mentioned contract and bond executed in quadruplicate.

We shall appreciate your returning to us one of the above mentioned contracts after the same has been approved by the commissioners, as is your usual practice.

We trust that the contracts and bonds will be found in order when received by you.

Very truly yours,

BATES, LIVELY & PEARSON,
General Agents

By
Phil M. Lively
Manager of Bond Department.

MAB

cc: D. L. Ashton,
Lebanon, Oregon.

RECEIVED
DEC 2 1938
FOR FILING

147-H-2

December 1, 1938

Mr. D. L. Ashton
887 Second Street
Lebanon, Oregon

Dear Sir:

We are sending you today by express four copies of Contract No. 2127 which was awarded to you on November 18, 1938, by the State Highway Commission, covering the construction of a roadside oasis on the Central Oregon Highway, near Brothers, in Deschutes County.

Will you kindly execute all four copies of this contract as to agreement and bond and return them to this office for approval by the State Highway Commission. When this is done a fully executed copy will be returned to you for your records and files. An executed copy will also be sent to the surety on your bond.

Your special attention is called to the provision under Section 5 of the GENERAL PROVISIONS, relating to the Workmen's Compensation Act. You are expected to accept the terms of this Act and to carry on your work under this contract in strict conformance therewith.

Your attention is also called to the mimeographed page immediately preceding the colored pages, relating to the payment by the contractor of amounts due hospital associations et cetera.

Very truly yours,

OREGON STATE HIGHWAY COMMISSION
By

Secretary

MBL

FORM 9-B-1 2500 4-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION

OFFICE OF WM. E. CHANDLER, DIVISION ENGINEER
BEND, OREGON

RECEIVED
NOV 30 1938
FOR FILING

72 142-H-2

[illegible] 1938
IN REPLY PLEASE REFER TO FILE NO.
[illegible] HIGHWAY COMMISSION

November 29th
1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

NOTED
Asst. State Highway Engineer

Attention: Mr. H. G. Smith

Dear Sir:

Pending receipt of your approval, we have assigned Resident Engineer Edwards, the engineering responsibilities in connection with the BROTHERS-OASIS construction project.

Very truly yours,

WM. E. CHANDLER
DIVISION ENGINEER

WEC:f

cc-Mr. R. H. Baldock
Mr. Geo. Otten
Mr. Tom Edwards
Mr. G. S. Paxson

147-H-2

November 19, 1938

Mr. D. L. Ashton
Lebanon, Oregon

Dear Sir:

The State Highway Commission, at its meeting on November 18, 1938, awarded you the contract for the Roadside Oasis at Brothers on the Central Oregon Highway, in Deschutes County. This award was based on your low bid of $6,211.65 submitted on that date.

Contract forms will be sent to you for execution within a few days.

Very truly yours,

MC:AM

Secretary

cc - Mr. S. H. Probert
Mr. C. S. Paxson

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT ONE

MONTANA
OREGON
WASHINGTON

POST OFFICE BUILDING
PORTLAND, OREGON

147 H-2

RECEIVED
NOV 21 1938
SALEM
STATE HIGHWAY COMMISSION

November 18, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

This is to confirm our verbal concurrence in award of contract, as of this date, for Oregon Federal Aid Project No. 147-H (2), Roadside Oasis at Brothers on Central Oregon Highway, to D. L. Ashton, Lebanon, Oregon, who submitted the low bid.

Very truly yours,

W. H. LYNCH
District Engineer

By F. E. Andrews
F. E. Andrews
Sr. Highway Engineer

October 19, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

We are enclosing herewith seven copies of estimate to accompany plans and specifications for the Brothers Roadside Oasis, Project No. FA 147-H (2).

Five bid proposals are being sent under separate cover.

These are revised papers which are to replace those sent to you previously.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dist. by J. W. Nash/ER

Oregon State Highway Department | Federal Aid Project No. 147-H (2)

BROTHERS OASIS ON THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, October 19, 1938

Roadside Improvement (Sta. 2229+37 to 2238+45)

All	Required	Clearing and Grubbing	$ - -	$ 200.00
All	Required	Pump House Complete	- -	500.00
All	Required	Concrete Reservoir Complete	- -	1,100.00
All	Required	Irrigation Pump	- -	450.00
All	Required	Irrigation System Complete	- -	1,900.00
400	lin. ft.	4" Concrete Drain Tile	0.40	160.00
70	lin. ft.	12" Corr. Iron Pipe	2.00	140.00
1	only	Concrete Catch Basin	25.00	25.00
98	rods	Woven Wire Fence	4.00	392.00
1	only	Woven Wire Gate	25.00	25.00
120	lin. ft.	Protective Netting	0.25	30.00
160	cu. yds.	Pit-run Gravel Base	1.50	240.00
50	cu. yds.	Screened Gravel Top	2.00	100.00
52	only	Ailanthus glandulosa	2.00	104.00
65	only	Populus nigra italica	2.00	130.00
12	only	Robinia pseudoacacia	2.00	24.00
320	only	Elaeagnus augustifolia	0.75	240.00
30	only	Juniperus sabina	2.00	60.00
5	ton	Sheep Guano	15.00	75.00
1	ton	Blood Meal	75.00	75.00
1	ton	Raw Bone Meal	75.00	75.00
50	bales	Peat Moss	6.00	300.00
3	acres	Planting Oregon Rye Grass	30.00	90.00
		Subtotal		$ 6,435
		10% Engr. & Cont.		643
		Total		$ 7,078

Length 0.172 mile

Cost per mile $ 41,151

Federal Aid Funds Requested- -	$ 4,320
State Funds- -	2,758
	$ 7,078

FORM S-A-1 10M 5-38

COMMISSIONERS
HENRY F. CABELL, CHAIRMAN, PORTLAND
E. B. ALDRICH, PENDLETON
F. L. TOU VELLE, JACKSONVILLE

H. B. GLAISYER, SECRETARY

R. H. BALDOCK
STATE HIGHWAY ENGINEER
SALEM

OREGON STATE HIGHWAY COMMISSION
SALEM

September 13th, 1938

IN REPLY PLEASE
REFER TO FILE NO.

Mr. W. H. Lynch
District Engineer
Bureau of Public Roads
Portland, Oregon

RE: Brothers Oasis Irrigation System.

Dear Sir:

I desire to call your attention to the construction requirements for the distribution of water at the Brothers Oasis.

It must be remembered that before this roadside project was submitted, the Highway Department drilled a well to a depth of approximately 400 feet to insure an adequate supply of water, and in addition is furnishing a deep well pump and motor pump-house and all incidental equipment.

From this independent source of supply the water must be pumped into a reservoir at a necessarily low discharge rate until a sufficient amount of water has been stored to permit efficient distribution through a pressure irrigation system. The reservoir, the underground distribution pipes, pump and pump-vault are, of course, only integral parts of a complete distribution system, which because of the existing field conditions, cannot be designed otherwise. The cost of the source and the method of supply, together with all costs of exploration and installation, were borne entirely by the Highway Department, and I wish to indicate, therefore, that the pump and motor shown on our plans merely create the pressure needed for the distribution of the water.

Under adverse weather conditions and in a region where water is most difficult to find, the costly problem was to find a sure supply of 900 gallons an hour, and the plans as submitted are concerned only with the absolute essentials needed to make the irrigation system function.

Very truly yours,

R. H. BALDOCK
STATE HIGHWAY ENGINEER

H. G. Smith
Construction Engineer

GHO:AR

By

George H. Otten
Landscape Engineer

cc to: R. H. Baldock
H. G. Smith
S. H. Probert

UNITED STATES DEPARTMENT OF AGRICULTURE
BUREAU OF PUBLIC ROADS
DISTRICT NO. 1

IN YOUR REPLY PLEASE
REFER TO FILE No.

POST OFFICE BUILDING
PORTLAND, OREGON

RECEIVED
SEP 8 - 1938
OREGON
STATE HIGHWAY COMMISSION

September 7, 1938

Mr. R. H. Baldock
State Highway Engineer
Salem, Oregon

Dear Sir:

Receipt is acknowledged of P.S.& E. for Oregon Federal Aid Project No. 147-H (2), Brothers Oasis, Central Oregon Highway.

It is noted that the estimate provides for Federal cooperation on the pump house and irrigation pump. Our letter of May 20, 1938, on this same project stated that "the sinking of the well, purchase and installation of the pump, and pump house are not eligible for Federal participation", and under the present ruling we are of the opinion the two items should be paid for by the State. In this connection reference is also made to Oregon Federal Aid Project No. 114-A, the Condon roadside improvement project.

While we also understand a flow of water has been obtained near the proposed oasis site, we should have definite advice as to quantity of water obtained, etc.

Gave Davis this information by phone.

A revised estimate should be submitted for this project. Attention is also called to previous requests for the early submission of roadside improvement projects. It is necessary that we make a P.S.& E. report, accompanied by photographs, on all such projects. As you must be aware, this requires some little time on certain projects and should be considered when they are submitted.

Very truly yours,

W. H. LYNCH
District Engineer

By F E Andrews
F. E. Andrews
Sr. Highway Engineer

See Otten's letter to Lynch dated Sept. 13th. Davis has agreed to recommend approval of pump and pump-house items.

RECEIVED
JAN 4 1939
FOR FILING
147-H-2

September 6, 1938

Mr. W. H. Lynch
District Engineer
U. S. Bureau of Public Roads
New Post Office Building
Portland, Oregon

Dear Sir:

Herewith are enclosed seven copies of estimate to accompany plans and specifications for the Brothers Oasis, Project No. FA 147-H (2).

Under separate cover are being sent five bid proposals and five sets of blueprint plans.

Very truly yours,

R. H. BALDOCK
State Highway Engineer

By

S. H. Probert
Office Engineer

Dict. by J. W. Nash/ER

Encl.

Pencil = Geo. Otten's Rev. Est. of 10/17/38 (GO)

Oregon State Highway Department **Federal Aid Project No. 147-H (2)**

BROTHERS OASIS ON THE

CENTRAL OREGON HIGHWAY IN DESCHUTES COUNTY

(Estimate to accompany plans and specifications. Not as basis for project agreement.)

Salem, Oregon, September 6, 1938

Roadside Improvement (Sta. 2229+33 to 2238+45)

All	Required	Clearing and Grubbing	$ - -	$ ~~200.00~~	400 -
All	Required	Pump House Complete	- -	~~600.00~~	400 -
All	Required	Concrete Reservoir Complete	- -	~~800.00~~	1,100 -
All	Required	Irrigation Pump	- -	~~400.00~~	450 -
All	Required	Irrigation System Complete	- -	~~1,700.00~~	1,850 -
400	lin. ft.	4" Concrete Drain Tile	.40 ✓	160.00	160 -
70	lin. ft.	12" Corr. Iron Pipe	2.00 ✓	140.00	140 -
1	only	Concrete Catch Basin	~~15.00~~ 25 -	~~15.00~~	25 -
98	rods	Woven Wire Fence	4.00 ✓	392.00	392 -
1	only	Woven Wire Gate	25.00 ✓	25.00	25 -
— 120	lin. ft.	Protective Netting	.25 ✓	30.00	30 -
160	cu. yds.	Pit-run Gravel Base	~~1.00~~ 1.50	~~160.00~~	240 -
50	cu. yds.	Screened Gravel Top	2.00 ✓	100.00	100 -
—52	only	Ailanthus Glandulosa	2.00 ✓	104.00	104 -
65	only	Populus Nigra Italica	2.00 ✓	130.00	130 -
12	only	Robinia Pseudoacacia	2.00 ✓	24.00	24 -
320	only	Elaeagnus Augustifolia	.75 ✓	240.00	240 -
30	only	Juniperus Sabina	~~1.50~~ 2.00	~~45.00~~	60 -
5	ton	Sheep Guano	~~13.00~~ 15 -	~~65.00~~	75 -
1	ton	Blood Meal	~~70.00~~ 75 -	~~70.00~~	75 -
1	ton	Raw Bone Meal	~~60.00~~ 75 -	~~60.00~~	75 -
50	bales	Peat Moss	~~6.00~~ 4 -	~~300.00~~	200 -
3	acres	Planting Oregon Rye Grass	~~30.00~~ 35 -	~~90.00~~	105 -
					6400
			Subtotal	$ 5,850	
			10% Engr. & Cont.	585	
			Total	$ 6,435	

Length	0.172 mile
Cost per mile	$ 37,412

Federal Aid Funds Requested- -	$ 3,930
State Funds- -	2,505
	$ 6,435

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 2085 Ends with: Contract# 2127

FLASH CARDS: Begins every Contract

Remarks: Contract# 2085 continued from Reel# 30

Reel No. 31 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak [redacted] [redacted]

AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 13 day of MAY, 19 80 photographed the documents appearing on this roll of film,' that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Scott G. Rhoden